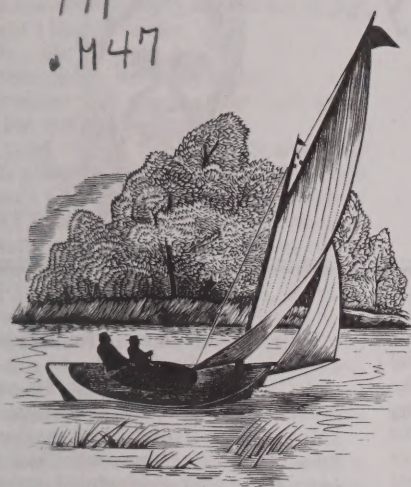


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messing about in **BOATS**

Volume 20 - Number 15

December 15, 2002

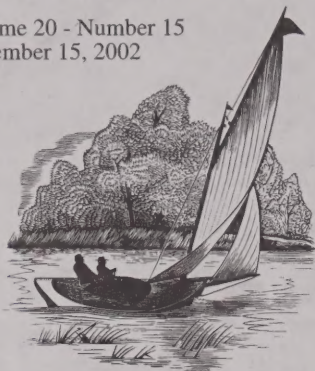


Special Features This Issue
"Mid-Atlantic Small Craft Festival"
"TV AISSSPR 2002" - "A Superior Cartop Sailboat"

messing about in BOATS

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Looking Ahead...

At the end of this listing of wild promises in the December 1 issue I stated, "No way they'll all make it into the very next issue, but there'll be another along two weeks later!" Right! Leftover, and so first in line for this issue are the following:

Reinhard Zollitsch was off again last summer on another of his coastal canoeing adventures, this time "Paddling Solo Along the Baltic Coast of Germany"; Hugh Ware gives us yet another peek into the world of professional mariners in his "Beyond the Horizon"; Hugh Groth describes how to arrive at "The Right Boat"; Arnold Banner details what's involved in "Building a Geodesic Canoe"; Charles Dowd introduces us to Seattle's own "Hvalsoe Launch"; and Robb White instructs us on "How to Make a Luff Rope Groove in a Solid Wood Spar".

To fill up whatever space remains the following are lined up: The Maritime Modelers Club of New England brings us a report on their "New England Scale Ship Regatta"; and the Delaware Valley TSCA describes some recent activities in "Sailing Through Time".

Bill Boyd reports on "To Florida & Back on a Trailer"; Robb White talks about successful beach camping technique in "Hiding"; Tom Crawford introduces us to "The Tennessee Stump Jumper"; Phil Bolger & Friends bring us an "Update on Sybils' Yawl"; and Mississippi Bob Brown discusses "More About Boat Trailers & Lights".

Commentary...

Bob Hicks, Editor



Included in the feature report in this issue on the 20th Mid-Atlantic Small Craft Festival are two pages that at first glance look like they were taken out of the phone book, listing after listing of, in this case, the 150 boats that were at the event, including their names, types and owners. I thought this might give those interested enough to wade through the listings a true picture of the broad scope of this enthusiasm of ours. The variety of boats that fall under the umbrella of "Small Craft" is seemingly endless. At the MASCF event there is no requirement that the boats be "traditional" but most are, at furthest distance from this typecasting, derived from traditional concepts, for those are the ones that have been proven to work.

The gatherings of unique boats that take place around the country that fall into this category of "festival" gather together a variety of boats, from antique and classic yachts to tiny local small craft club events. They are distinct from the category "show" in that they do not cater to those wishing to sell the boats they bring. Festivals may include builders interested in finding buyers but that is not their major purpose. They are celebrations of collective enthusiasm for the boats with which those who participate have become hopelessly emotionally involved.

Well, maybe the involvement is not hopeless, but it certainly is emotional. They are love affairs, even for many who aspire to become professional builders, and so bring the boat they have built to the boat shows in an effort to sell it so they can build more to sell. The time, money and effort put into these boats by those who love them defies all rationale as to their being in any way responsible investments of time and money.

At the festivals, in the absence of overt hustle to try to sell the boats, the ambiance is irresistible to anyone afflicted with the boating addiction. So many wonderful boats to see, maybe even try out, and so many interesting people to meet, each with a unique story about their unique boat. These gatherings are an effective method for spreading the addiction. My earliest exposure to traditional small craft was at the Mystic Small Craft Workshop back around 1978, and

it hooked me apparently for life, given what I now do for a livelihood.

There are an increasing number of boatbuilding "schools" or "programs" being offered by various organizations, many museums, at which those who think they want to try this gather at scheduled periods to gain instruction in how to build boats. But many of us, who are beyond that entry level, work alone on our projects, perhaps with occasional friends and acquaintances dropping by to see how we are getting on and to ask the inevitable questions. Periodically getting away from one's own project to gather with others provides a needed boost in possibly flagging enthusiasm. And when the time comes that one can bring his or her very own small boat to one of the festivals, the sharing of one's achievement with those who understand what it means is a vital ingredient in feeding the addiction. "Wait'll you see my next boat!"

Well, despite the reality that I no longer am avidly involved in building or restoring some small boat does not mean I am impervious to the allure of some small boat in need of attention. Every time I walked past the last remaining boat of what was once a collection of fixer uppers down behind my barn I felt a tug of wanting to stop and get to work on fixing her up. The realistic priorities that govern my life today prevent following up on this urge, because other things exert stronger tugs on my available time. The final solution to this was to try to sell the boat, but it just was too much for the few who had a look. So she'll go into the mid-winter brushpile fire in our woodlot and be gone from my life.

But one project remains and maybe this winter... it's my often sidelined trimaran conversion of a sea kayak. I got one together a couple of years ago on an old 17' Seda Viking and initial trials on a local lake were promising. But now I've decided to transfer the trimaran assembly of amas, akas, leeboard, etc. to my 21' Seda Tango double so when I get it on the water (this summer?) I can have some company along for the fun. Maybe if I try to get it ready for Mystic in June...

On the Cover...

Small boats everywhere at the 20th Annual Mid-Atlantic Small Craft Festival at St. Michaels, Maryland in early October, 150 of them gathered this year. Full feature coverage in this issue.

Up near Lake Michigan's north tip, a big August moon is rising over broad sands. It silhouettes dense woods. Soft talk of safety and marketing. Don Collister, a life long solo canoe paddler murmurs, "My 40 year old sister in law wants a fairly narrow kayak, but she doesn't like the water."

"So...why?"

"Because it's the thing to do."

Consumerism may be fine with some things, but this could drown her.

A week before, Howard Rice and I had sat with morning coffee in Jan and Meade Gougeon's boat shed. They are the brothers of WEST System(tm) epoxy. In this nook of the shed, pictures of 30 years of a boatbuilding force grace the walls: *Golden Daisy*, *Slingshot*, *Rogue Wave*, Russell Brown's proa *JZero*, Whitbread class winner *Sabre*, a Little America's Cup champ; Jan's & Meade's Mac race dominating trimarans, *Adagio* and *Ollie*, their world and North American champion DN ice boats, Meade's sailing canoe *Serendipity*, and many more.

Howard Rice read Robert Manry's *Tinkerbell* when he was eleven. The thirteen and a half foot Old Town daysailer, with a deck and cabin by Manry, crossed in 78 days from Falmouth, Massachusetts to Falmouth, Cornwall. Howard had been gripped by small boats before Manry, and vise gripped ever since.

At eighteen he sailed his Cape Dory Typhoon from Newport, Rhode Island to the Bahamas. In a Klepper Aerius I with sails, he was the first solo kayaker around Cape Horn. He's a one design devotee, teaches at the College of the Federated States of Micronesia, and has been paddling mostly narrow boats in Pohnpei the last three years.

"My neighbors on the beach," Meade said, putting down his coffee, "bought two skinny sea kayaks. They have the gear, look like people in magazines, and think they're safe." He held up his hands. "But they're not paddlers...and don't seem to have a boating background! When I flipped *Serendipity* in the Gulf I was lucky..."

"The water was warm," Jan nodded. "You have 50 55 years experience, a background of seamanship."

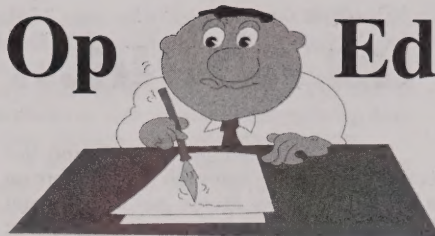
"And flotation," Howard said.

"Plenty," Meade's eyebrows lifted, "and a wide boat. But what chance do my neighbors have if they dump in 60 degree water, flotation or not?"

Salesmanship over seamanship? I looked through two issues of *Paddler* magazine and one *Sea Kayaker*.

2001 May/June *Paddler* is razzle dazzle marketing. Over 100 photos of white water and big water suitable for trained athletes. One image of more representative use is a full page photo behind the editorial of two kids, wearing PFDs, fishing from an open canoe. Old Town has a similar full page. Pygmy, Seda and others have smaller photos of quiet water boating. There's a fine shot of Pierre Trudeau, bereft of PFD.

None of *Paddler*'s May/June table of contents and introductions has safety, seamanship, reentry, or anything like capsizing prevention, avoiding breaking waves, hypothermia, or first aid. Its *CanoeSport Journal* "Skills" department says, "Buoy Practice; the Skinny on Sculling"; "Canoe Games for the Water"; and the "Single Blade Power Stroke".



Wet Exits, Wider Boats & Seamanship

(First published in the Nov-Dec 2001 issue of *Small Craft Advisor*)

By Hugh Horton

The skill, training and athletic demands of whitewater are not emphasized. Nor that men and women sea kayakers to prudently go offshore, must have seamanship in their bones.

John Dowd's pointed story, "Teaching Judgment", in the July/August *Paddler* is the exception to their sales-first style.

Sea Kayaker was founded by Dowd in 1985. Safety is up front and danger not obscured. Every issue has much about safety, but now it's concerned most with narrow boats. To use them safely, the implication seems, a paddler must be a competent "roller".

Chris Cunningham's helpful editorial in the August 2001 *Sea Kayaker* is about rolling and preparedness, seamanship. Chris's editorial, too, shows why many prefer a wider boat, why we think a wider boat is often more seamanlike.

Chris wrote of a May afternoon at a lake "especially warm for this time of year". He had his "low volume Greenland kayak built specially for rolling". But he was irked. He said more practice, stretching, yoga, and a chiropractor's "tune up" would've helped. Biking and an elliptical trainer had kept him in shape, but tightened hamstrings and stiffened his back. "Last fall," he wrote, "I'd been in good rolling form, but I had definitely lost some ground over the winter."

Think about potential capsize in boats under 2' wide. How the simplest things like eating, bird watching, or chartwork can get anxious. Reorganizing gear underway is tricky, too. And you don't want unexpected lurches of your mass athwartships, like lunging for a wet hat, or yanking too well on stuff under deck.

Most of us are seldom trained to our peak, nor ready to perform there. Little things go wrong. We could be tired. For us a wider boat makes more sense. But, please, don't think a wider boat is all you need. Think of the "what ifs" of weather, currents, gear failure, capsizing. Know your boat's position and seaworthiness. React to conditions as they are, not what you expected them to be, or were hoping for. Safety is more than clothing and

equipment in four color advertising. It's scouting's "Be prepared". It's the age old teachings of seamanship.

Howard and I were crossing tacks on the Mystic River of Connecticut. A cool, June drizzle was quitting. We were sailing decked canoes *Serendipity* & *Puffin* (34" wide), weaving among intriguing boats at the Seaport's Small Craft Weekend. He and fiancé Keiko had flown in the afternoon before from Tokyo.

The water, I'd guess, was low to mid 60s. I was imagining capsizing as zephyrs filled in to a few meager gusts.

"Could these kayakers roll up?" I asked, half rhetorically.

"Not many." We were looking at mostly professional people and their kids, a microcosm of kayak use. "At least their boats are light. Most people can't roll a loaded kayak up more than a few times in conditions which capsized them in the first place, even in warm water."

"I'm sure you're right."

"Think of the people I've taught to paddle in the last 20 years, classes to guides, clients, symposia. Most people should be in wider boats, especially in cooler water."

Puffin heeled from a light push of air. I was staring through mist at the upper rigging of the full rigged ship, *Joseph Conrad*, thinking of Lingard's brig and Indonesian warmth.

"Most capsizes are wet exits," he continued. "People need to know, after a wet exit it's more than just getting back in."

Howard meant "self rescue", being prepared for a capsize and expecting it.

"You need to practice," he said. "Do you want to struggle on a rolling log, or crawl onto a prepared platform?"

So, you might ask, would I have been ready for a capsize then? No, because I was risking a camera. But, yes, in spite of not wearing a dry or wet suit. *Puffin* is a familiar wide boat, although I've not capsized her with this rig. She had all her bailing gear, and her full flotation of six airbags. I wore a PFD with a whistle, and many people capable of assisting were close.

Later in August, a college friend told of paddling with his cousin across a two mile wide Minnesota lake. My friend was in his cousin's year old kayak, 12'4" long, 27-1/2" beam, no rudder. Cousin was in his new 13'9" x 20-1/2" kayak with a rudder. Both wore PFDs.

Halfway across it blew strong from behind. A quarter mile to go Cousin capsized. The boat blew away. He swam and waded ashore with his paddle. My college chum was ahead, although he'd paddled less than a half dozen times ever. He concentrated on steering the rudderless boat, and didn't know his cousin had fallen out.

Don has delicately suggested to his 40 year old sister in law, she'd probably be happier in a wider boat. Meade mentioned to his neighbors, until they've practiced reentries, they might not want to go out farther than the second sandbar. My buddy's cousin told me, "If there's any question about wind or waves, I take the wider boat."

Howard's in Micronesia again, and married to Keiko. They, and all of us, hope your readers who are beginning boaters will adopt a more realistic view than do some of the sellers and marketers of narrow kayaks.

You write to us about...

Adventures & Experiences...

Trapped in a City of Landlubbers

Thank you for inviting me to subscribe to your fine publication at the behest of a friend and fellow sailor, who perhaps had an ulterior motive as I have a bunch of his back issues and he wants them back.

Back in 1962 three of us brash youths canoed from Wisconsin dells to Chicago, 500 miles via the Wisconsin River, the mighty Mississippi, the Rock River, Hennopin Canal, portage to the Illinois River and up the Chicago Ship Canal. It took us twenty days.

I've built two 13' Louisiana pirogues, one "orange crate" 16' canoe and a Penguin sailboat, which planed like the devil because its mast and sail were much too big for it. It ended its days after 30 years smashed to smithereens on a beach at White Lake, Michigan as I tried to maneuver a one ton block of concrete into the lake for a mooring. The idea was to float the mooring out in the Penguin and sink the boat but its rotten transom gave way, so I ended up with a floating crane placing the mooring.

In the intervening years I sailed a 28' sailboat all over Lake Michigan. The poor fiberglass thing is now laying on its side by a railroad siding with forklift holes in it. A friend thinks it has a soul which is calling to me to repair it, but it is beyond repair. Goodbye *Denebola*!

I "got off the boat" at Ellis Island in 1949 and maybe that's why boats are in my blood. Regrettably my family followed the trail of immigrant laborers to Chicago which, while a fine city, seems boat unfriendly to me, as does the entire midwest. If this view raises a hue and cry please be aware that they may be defending bassboats, fiberglass luxury yachts and the latest speed demon runabouts.

There are no chandleries to speak of, those that pretend to be sell items to the Mackinac Race crowd. They've never heard of Billy Atkin, Sam Rabl, Howard Chapelle or William Robinson.

My son lives in Boston, a beautiful city with the seas of the world at her feet, and I curse the day many years ago that my father took us from New York to Boston, but then went on to Waterbury, Connecticut and thence to this city of landlubbers, Chicago.

Allan (Captain Kubla) Morrison, Riverside, IL

Skipjacks Flipped the Switch

I want to thank you for your recent kind comments on my long past story about skipjacks oystering on the Chesapeake in my "A Day on the Bay" story (11/15/93). Those skipjacks just flipped the switch taking me back to my early days on my father's bug-eye spanning my 5th through 15th years. I grew up on that boat so memories flowed easily as I wrote, being so much an expression of my own experiences.

A new book about Smith Island has connected in many ways too (I went there on a bus with a senior group) and also brought back memories of Tangier Island where family and friends went in the '40s on my father's second bug-eye, *Gypsy II*, which he designed himself. It had tarred lanyards running through lignum vitae deadeyes, instead of turnbuckles, on the bobstay.

Gypsy II, built in 1940, had higher freeboard than the first *Gypsy*, so was drier on the Bay's sometimes choppy waters, but the lower lines of the old *Gypsy* (ex-*Maggie E.* built in 1888), very similar to the Chesapeake Bay Maritime Museum's *E. Lockwood* in length and nine log construction, were much more graceful with an exquisitely long and attenuated loghead and bowsprit. To me she was perfection.

Charlie Hewins, Philadelphia, PA

Information of Interest...

Remembering the Minnehaha

I really enjoyed reading Moby Nick's article about the *Minnehaha*. At the time this boat was being restored we had a boat building club going that we called the Mid West Boat Builders. Unfortunately the club no longer exists. During this boat's restoration our club visited the restoration twice. I found it very interesting as the work was almost all being done by amateur volunteers.

On our second visit the host guide began showing us stuff that had been donated by folks that had parts of the old fleet in their attics or family rooms for years. The original wheel came back after two generations. Seats began to show up. The original seats were wicker benches the same as were used on the Minneapolis street cars. The street cars ran until about 1950 and many of the seats were donated to the cause.

One really important contribution came from a local pickle factory. The factory was modernizing and they had a large supply of fir lumber on hand that had been part of pickle vats for forty or more years. This lumber was all weathered on one side and smelled of pickles on the other but was the right dimensions and could be milled down to planking.

Another generous contribution was by one of the local lumber yards that stored and dried all this lumber. The same yard milled the boards at no charge and delivered it to the job site as needed.

About half of the boat had been replanked when I last was there. They had some perfectly clear fir lumber about a full 2" x 8", beautiful stuff. You only had to walk in the shop and you knew that pickles came into the picture somehow.

I feel ashamed of myself for not getting back more. I haven't seen the boat afloat. Nick's article reminds me that I must get out and ride on this piece of our local boating history. I must get out in the spring when the boat is back in the water.

Mississippi Bob, Apple Valley, MN

Ken's Paper Boat Page

My web page is devoted to an obscure subject in the history of technology, the manufacture of full size boats from paper during the latter half of the 19th century, not toy boats, but boats people could ride around in; racing shells, canoes and rowboats. This may seem like an extremely odd thing to be doing but it made sense at the time.

Interested readers online can visit our website for more, <http://www.home.eznet.net/~kcupery>.

Ken Cupery

CROPC History by Email

A history of the highlights of the Connecticut River Oar & Paddle Club, 1983-2002, is available from us by email. Please request it from <jpstratton@snet.net> and we'll send it right off to you.

John Stratton, CROPC, Old Saybrook, CT.

Opinions...

Might Miss It

Your commentary in the October 1 issue about your sailing experience struck a cord with me. I've been sailing since I was 11. My first trip out was spent sick and scared. It was my first race also, and the captain, my friend's father, had impressed upon me what the consequences would be if I threw up on his boat. We spent a wild, windy day on Lake Michigan and then had to sail some 15 miles back to our harbor.

When I think back on it I have spent almost 40 years sailing and I never get on my boat without a feeling of trepidation. I am always thankful when the day turns out uneventful and is one without a greasy stomach.

But, there is something transcendental about sailing that brings me back year after year despite the difficulties involved. Every year there is one day that makes it all worthwhile. I can never predict when that will happen. It can be a beautiful clear, waveless day or cold, wet and roiling. Who knows and who cares? All I know is that if I don't go out there, be I sick and scared, I might miss it.

Dean Raffaelli, Chicago, IL

Give Them Away

If one dabbles in building or restoring small boats, one is bound to end up with surplus boats. My particular experience was a function of time. I grew too enfeebled to climb into the boats! Of course, I built some boats that were tricky to get into! Regardless, we all have boats that we can no longer use or are just plain tired of.

My first give away was a child's canoe. The design was based on an article in *MAIB*. The article covered a youth program that introduced students to stitch and glue methods. The canoe was built of 1/4" plywood. The sides were vertical, the bottom flat and the ends pointed. While the design called for 4' x 8' sheets, I made my boat of 1/8" x 3' x 7' lauan ply. The finished boat weighed 18lbs. The canoe was used by young

and old. In fact, we used it in the huge pool at the Health & Fitness club for our seniors.

Recently, my wife's church was looking for prizes to be given away at a Winterfest. My boat was won as first prize by a man with two young boys. They were so thrilled with the boat that they brought it to school to show their classmates!

The second give away was also a 7' canoe built from two sheets of 1/8" lauan plywood. The boat had been used by various members of my family and friends in the neighborhood. I made a simple cradle for the boat and placed it in another church school. The youngsters love to paddle the boat with the kayak paddle or to curl up and go to sleep in the bilge (with their pet blankets, of course). While evaluating my decision to contribute the boat, it occurred to me that Jesus may have been a ships carpenter!

The third boat was pictured on the cover of *MAIB*. It was an interpretation of a Bolgerdingy with the mast in the right front corner of the boat. I had been working with another church school to install the Rosetta Stone software on their computers. The teacher's son was interested in sailing so I gave him the boat. While he had some experience with his grandfather's Jon boat the family could not afford a sailboat. The first thing he did was to tip the boat over. I had added extra foam flotation, so he was able to bring the boat ashore.

About a year went by, and I heard through a neighbor that a family was looking for a sailboat. Again, they were unable to afford a commercial boat. I had been working on a form of trimaran with windsurfer rig. I was having trouble getting into the tri so I swapped the first boat for the tri. The boy was delighted. So was I, because he could not tip the boat over. The family was also delighted with their boat. My latest report is that the kids are upset because the father is hogging the boat.

I had one more boat, a 3 Meter trimaran. A friend of mine that I used to work with had come through a divorce and was now living with some men down on the lake. He had some boating experience, but had not done much sailing. I asked him if he wanted my tri. That was on Thursday. Saturday morning he and a friend arrived in a large pickup. We assembled the boat (it had been disassembled for storage) on its trailer and away they went.

I mentioned all these give aways to my sailing buddy. He was concerned that I didn't sell the boats but I told him that I felt the boats should be used by people who enjoyed them and when they were finished with them they should pass them on in the same manner that I did. After a few weeks he said (as an aside) that he had given away a 16' Hobie Cat. Maybe this is catching!

I hope that more people will look over their fleets and give their surplus to interested and deserving sailors.

H. Douglas MacNary, Oak Ridge, TN

Projects...

That's a Chamberlain Marblehead Dory

Your enthusiasm expressed in the caption under the photo of Hugh Bishop in The Swampscott dory on page 8 of *MAIB* of Sept, 15th. needs a major correction. That dory is

really a copy of a dory built by William H. Chamberlain of Marblehead, Massachusetts. He was well known for his Beachcomber dory, gunning dory, and others. The one in the photo is very similar to the gunning dory except that it has a tombstone transom.

I built this particular dory in 1990, the fourth one I have built of this design from measurements taken from a badly deteriorated dory up against the seawall at Gas House Beach, measured by Sam Swasey in 1941. Four of us got together \$40 to buy the materials. We found in a back yard in Salem, clear pine boards) 18" to 22" wide by 20' long!

This boat was used many summers with one to three rowers, and as a test one day we put 12 people in it before it swamped. Three more have been built; #2 using 3/8" marine fir plywood, #3 with 3/8" MDO plywood, and finally #4 using 3/8" okoume weighing in at 180lbs! The boat rows best with two rowers, allowing more space between them so they don't gouge each others backs. It has been rowed in several local dory races. My congratulations go to Hugh Bishop for his first long distance row, and maybe he will be back in The Blackburn challenge next year.

I have patterns and plans for this dory, and would like to see more of them built. I have used some innovative ideas in construction that are not traditional, but make a fine looking dory.

I know everyone uses the term Swampscott dory (even John Gardner) but let's call this a Chamberlain Marblehead Dory!

Tom Sleeper, 4 Edgemere Rd.,
Marblehead, MA 01945

Had a White Too

Just wanted you to know I also had a 1960s 18' White Runabout. I bought the boat in 1999 from the original owner. He had all the paperwork and original equipment. He used it until ill health in 1987 and winter stored her in his garage since ownership. I refastened her bottom and completely refinished her. She was a good looking boat. Did yours go to a good owner or the firewood pile?

Like many small boat enthusiasts, I buy, fix and sell every few years. Currently I am working on an 18' Chamberlain Gunning Dory as shown in a recent issue. I have been looking for a Crawford sailing dory for sometime (see my Classified Ad) and hope your excellent publication can help. Thanks for helping to maintain small craft interest with *Messing About in Boats*.

Henry Gauthier, Warwick, RI

Editor Comments: The Viking Funeral for my White grows closer, several lookers but no takers yet. Actually I will part her out, trailer, motor, controls, hardware, etc and just burn the bare hull. Too bad, but she does need a lot of TLC.

This Magazine...

Wore Our Little Hearts Out

This is our first year of receiving *MAIB* and we are enjoying it very much! We have a hard time keeping up with all the articles;

those we enjoy the most are the adventure/camp cruising articles. We really enjoy reading these to each other at bed time/dream time. Our absolute favorite article to date was in Vol. 20, Number 10, "Beach Cruising on the Sea of Cortez" by John Sperry and his wife.

We beach cruise and camp in remote places also, in our Sea Pearl 21 mono, and this team of sailors wore our little hearts out with their trip to Mexico. We have sailed in the company of the likes of their little Core Sound Sharpie too. Exquisite writing! Make that little sprit rig reefable John! I want one of those Dorado fillets...anyway you prepare it!

Dave Thomasson, Oak Ridge, TN



Our Only Advertising

Your magazine is the only one in which we advertise our waterfront house for vacation rental because we feel comfortable with the idea that the people who read it would respect, appreciate and enjoy a house such as ours. We have had one rental from Maine, a family who loved the place so much that they plan to return this coming year with their Dovekie on a trailer.

Leonard C. Eppard, 6029 River Dr.,
Mason Neck, VA 22079

Maintaining the Gravel Road

Thanks for continuing to maintain the gravel road. I have lived on one four miles from pavement and been very content.

I have a neighbor who uses his wooden skiff to explore the backwaters of the braided stream that is the principal waterway of our valley and ask if you might send him a sample copy.

The recent "Beach Cruising on the Sea of Cortez" piece was fascinating to this west coaster as was the "29 Days Before the Mast" serial a while back

Thanks again for doing so well what you are doing.

Colin King, Corvallis, OR.

An Inspirational Example

As usual, I read your commentary first in the November 1 issue. What caught my eye was not your primary theme of kayaking but the determination displayed by your quadraplegic friend Charlie. He certainly is a perfect example of how one can enjoy messing about in boats in spite of a physical disability.

So when my creaky, squeaky 72 year old bones try to send me a message of discouragement once in a while I will find inspiration from Charlie's example.

Reid Diggs, Jr., Machipongo, VA

The 20th Annual Mid-Atlantic Small Craft Festival

By Paul Lubarski

It's 8am on Saturday morning and I'm on my way to the 20th Mid-Atlantic Small Craft Festival. This is a wonderful event that keeps growing. When I attended my first Festival years ago I was the only person there without a small craft. Now it has become a major museum spectator attraction.

Here I am at the new entrance to the museum in St. Michaels, Maryland. I drive under an open drawbridge onto a very large parking lot and find myself in the middle of a colorful city of tents. The museum provides on-site camping for many participants over this weekend.

The Chesapeake Bay Maritime Museum continues to grow in significance in traditional watercraft. They are restoring several skipjacks, the fast disappearing traditional bay watercraft. They also have an apprentice workshop turning out lovely traditional rowing craft.

As I arrive at the waterfront I find the skippers are beginning to stir. There are only two launching ramps and almost 150 boats on hand. I take some photos along the beach and then stake out a spot on the end of a T-shaped dock past which quite a few of the boats will pass. The day is a delight, sunny 80s with 5-10mph breezes. Enjoy the photos and put this event on your list to attend in 2003.



The weekend encampment.



This is an International 10 Square Meter canoe, note sliding seat crossways to the hull for hiking way, way out to keep this fastest of monohull sailing craft upright.

Lined up on one of the two T wharfs, an eclectic mix of small craft.



A traditional sailing dory with relaxed passenger in the bow holding her parasol in a period piece photo op.

With only two ramps available to serve nearly 150 small boats, the adjacent beach came into play as an alternative access to the water.





John Thomson's three masted cartop schooner was featured in the June 15 issue.



Unidentified skiff has a Chesapeake look to it.

Judging and Racing Results

Judging

Traditional:

1. David Niles's Aleut kayak
2. Fred Wookey's canoe launch *Cham'cook*
3. Ian Hughess Compass No. 2
1. Jay Eberley's Ness Yawl *Sara*,

Contemporary:

2. Paul Weeks's Handy Billy 18 *Hip Hip Hooray*
3. Doug Gray's *Jane*

Restoration:

1. Peter Stifel's captain's gig
2. Richard Scofield's Melonseed
3. Adam Blackwell's Moth

Paddling:

1. George Surgent's canoe *Jaws*
2. Patrick Crockett's kayak *Morning Glory*
3. Greg DeCowsky's six year canoe *Greenhead*

1st Time Builders under 18:

1. Annie Muir's pulling boat *Woo Hoo*

1st Time Launching:

1. Paolo Frigerio's gondola

Rowing/Paddling Racing

Women's Single Kayak:

1. Diana Ferris
2. Jessica Fairbanks
3. Barbara Crockett

Women's Sliding Seat:

1. Lacy England
2. Annie Muir

Men's Sliding Seat:

1. Dan Muir

Men's Single Kayak:

1. Denman James
2. Al Fittipaldi
3. Dave Gerty

Men's Multi Oar:

1. Peter Stifel
2. Joe Manning

Men's Oar on Gunnels:

1. Dean Meledones
2. Blair Surgent
3. Greg Boyd

Special Categories:

Broken Oar: Geoff Kerr, George Surgent

Fish in the Boat: John England, Scott Lavertue

Joe Leiner Award: John Englands tuckup Blackberry Seeds

Peoples' Choice Award: Annie Muir's pulling boat *Woo Hoo*



This canopied electric launch was complete with an oriental rug!

Sailing Racing

Fast:

1. Jon Rice's IC Canoe *Aqualung*
2. Greg DeLong's Van Zandt Sloop *Dulcimer*
3. Mariana Leshner's Log Canoe *Marianne*

Over 17':

1. Dick Galbraith's Celebrity *Wind Dancer*
2. Ron Gibbs' Celebrity *Mudhen*
3. George Surgent's Crotch Island Pinky *The Pinky*

13' 17':

1. Bob Groves' O'Day Daysailer
2. Pete Peters' Tuckup *Marion V.Brewington*
3. John England's Tuckup *Blackberry Seeds*

Under 13'

1. Roger James' Penguin
2. Bill Marks' Shellback Dinghy
3. Adam Blackwell's Moth

Sunfish:

1. Stephanie D'Elia
2. Anthony Roselli Jr
3. Tony Roselli

Participating Boats

To supplement Pauls' photo essay I thought I'd try something different and bring to you the complete listing of all the small craft which were on hand, an impressive array of types and sizes, a definitive catalog of the diversity of small boats we enjoy.

Moth, marconi rigged sailboat (1972), owner Adam Blackwell
Happy Now, Crab skiff (1977) designed and built by E. H. Hartge, owner Alice Wilson, Silver Spring, MD.

Morning Glory, cabin skiff (2001) designed by Jim Michalak, built by owner Bruce Given, Virginia Beach, VA

Blackberry Seeds, tuckup (1985) built by owner John England, Urbanna, VA.

Persimmon, double paddle canoe designed by Pete Culler, owner John England, Urbanna, VA

Sassafras, double paddle canoe designed by Pete Culler, owner John England, Urbanna, VA

Kayak (1997) designed by Chesapeake Light Craft, built by owner Patrick Doyle.

Kayak (2000) designed by Chesapeake Light Craft, built by owner Patrick Doyle.

Sunfish (1977), owner Anthony J. Roselli III, Bayville, NJ

Sunfish (1976), owner Anthony J. Roselli, Jr., Bayville, NJ

Sallee Rover Too, Swampscott dory (1988), designed and built by Roger Crawford, owner Cary Moskovitz, Chapel Hill, NC

Nesting dory designed by Phil Bolger, built by owner George Loos, Cape May Court House, NJ

Cat ketch (2002) designed by John Harris, built by owner Ron Eike, Crownsville, MD

Greenhead, six hour canoe (2002) designed by Mike O'Brien, built by Rafe Weber and owner Greg DeCowsky, Earleville, MD

Hip Hip Hooray, Handy Billy 18 (2002) designed by Harry Bryan, built by owner Paul Weeks II, Arlington, VA

Sunfish (1976) designed by Alex Bryon and C. Heyniger, built by Alcott, owner Michael Blaine, Laurel, DE

Kermit, pram (1989) designed by Bill Short, built by Bob Guess, owner Ed Cobb, Virginia Beach, VA

Bonito, designed by Doug Cooper, built by Bob Guess, owner: Marie Cobb, Virginia Beach, VA

B & B, sailing skiff (2002) built from plans in articles in issues #145 & #146 of *WoodenBoat* magazine by owner Bob Guess, Virginia Beach, VA

Morning Glory, 18 kayak (2001) designed by Chesapeake Light Craft, built by owner Patrick Crockett, Chapel Hill, NC.

Otter, Windsprint (1997) designed by Phil Bolger, built by owner Patrick Crockett, Chapel Hill, NC

Rose Pearl, 14' kayak (2002) designed by Chesapeake Light Craft, built by owners Patrick and Brynna Crockett, Chapel Hill, NC

Sharpie skiff, (1995) designed by Stephen Redmond, built by Jay Etheridge, owner Jud Vogdes, Haddonfield, NJ

Marianne, log canoe (1916) built by John Reese, owner Chesapeake Bay Maritime Museum, St. Michaels, MD

Shellback dinghy, (1999) designed by Joel White, built by owner Bill Marks, Barboursville, VA

Wherry (1997) designed by Pygmy Boats, built by owner Clifford Cain

Chamcook, Canoe/Launch (2002) designed and built by David Needler, owner Fred Wookey, Pottstown, PA

Skua 16, rowing cruiser (2002) designed by owner Andre DeBardelaben, Edinburg, PA

Miss Liberty, Alden ocean shell (1986) designed and built by Martin, owner Mike McGee, Pasadena, MD

Scarab, catboat (2000) designed by William Atkins, built by owner Jim Burdick, St. Michaels, MD

Sharpie (1999) designed by Reuel Parker, built by owner Richard Burnside

Cape Charles 17 kayak (1996) designed by C. Kulczycki, built by owner Mike Pogue, Ellicott City, MD

Sunfish, owner Andy Lookup, Forked River, NJ

Obadiah, designed by Joel White, built by Marc Barto, owner Pete Peters, Washington Crossing, PA

Thomas Eakins, Delaware ducker (1996) built by TSCA, owner Pete Peters, Washington Crossing, PA

Wind Dancer, Celebrity (1972) designed by Dutch Design, built by Everson, owner Rich Galbraith

Heron, Caledonia yawl (2002) designed by Iain Oughtred, built by owner Bill Boyd, Yarmouth, ME

Second Wind, designed by Sparkman/Stephens, built by John Wright, owner: Ronald Hearon, Cape May Court House, NJ

Cattawompus, sailing canoe (2000) built by Sutherland Boat & Coach, owner Daniel R. Sutherland

Sunfish (1976), designed by Vanguard, owner Brian Maresca, Tom's River, NJ

Blue Jay Zephyr, sloop (1966), owner Will Hutton, Villas, NJ

Phantom, guide boat (1998) designed by H. Dwight Grant, built by owner Don Boehl, Monkton, MD

Blue Moon, Old Town canoe (1998), owner Boehl, Monkton, MD

14' Sun Fish (1969), owner Rich Morgan

Marion V Brewington, tuckup (year unknown) drawn by Ned Brownlee, built by John Brady, owners Tom Shephard and Pete Peters, Pittsgrove, NJ

Melonseed (year unknown) designed and built by Tom Jones, owner John Guidera, Vineland, NJ

Blue Heron, cat yawl (1985) designed by Phil Bolger, built by Edey and Duff, owners Dean Meledones and Mary Slaughter, Silver Spring, MD

Secret Water, Adirondack guide boat (1984) designed and built by Steve Kaulback, owner Dean Meledones, Silver Spring, MD

Alpha Wave, Cockleshell (1996) designed by Bob Hicks and Eric Risch, built by Mary Slaughter, owner Damon Meledones, Silver Spring, MD

Jaws, canoe (2002) designed and built by owner George Sargent, St Leonard, MD

The Pinky, Crotch Island pinky (1974) designed and built by Peter Van Dine, owners George and Marla Sargent, St. Leonard, MD

Zephyr, sharpie (1990) designed by Phil Bolger, built by Richard Cullison, owner John Gerty, Concord, MA

Cape Charles 17 kayak (1990) designed by Chesapeake Light Craft, built by owners John and Patty Gerty, Concord, MA

Canoe (2000) designed by Bear Mountain Boats, built by owner Joe Manning, Bel Air, MD

Wee Lass Canoe (1999) designed by Rushton, built by owner Mark Taylor, Roanoke, VA

Melonseed (2001) designed by Marc Barto, built by owner Ralph Wight, Frederick, MD

Katie Maru, San Francisco Pelican (1953) designed by Capt. William Short, built by Bay Boat Co., San Francisco, CA, owner Peter J. Balczian, Carlisle, PA

Melonseed (late '20s, early '30s). owner Richard Scofield, St. Michaels, MD

Sunfish, owner Stephanie D'Elia

Fun, Cape Dory (1965) designed and built by Cape Dory, owner Bill Doyle, Lutherville, MD

Canoe (1932) designed and built by Old Town, owner Frank Mt. Pleasant, Syracuse, NY

Sabot, gaff cat designed, built, and owned by Fred Bennett, Harrisburg, PA

Kayak (1999) designed by Andy Wolf, built by owner Pat Anderson, Richmond, VA

Sunfish, owner Tina Kennedy

Sloop designed by Sparkman and Stephens, Owner George Spragg, Waterford, CT

Loon 160T, kayak designed by Old Town, owner David Soltesz, Edgewater Park, NJ

Cinnamon Girl, two sail crabbing skiff (1993) designed by Howard Chapelle (Smithsonian), owner Kevin Brennan, Phoenix, MD

Serenity, skiff, owner Kevin Brennan, Phoenix, MD

Wye Knot, kayak, 1998 built by owner Kevin Brennan, Phoenix, MD

Lauan Duck, canoe (1995) designed by Mike O'Brien, built by Reade and Roger James, owner Reade James, Wallingford, CT

Jalepeno, designed by Glen L., built by Denman and Roger James, owner: Roger James, Wallingford, CT

Penguin (1953) designed by Phil Rhodes, built by Halsted and Roger James, owner Roger James, Wallingford, CT

Paddling craft (1996) designed by Chris Kulczycki, Built by owner Denman James, Wallingford, CT

14' Scow, owner Ed Hatch, Spring Grove, VA

Blue Mountain, Adirondack guideboat designed by W.H. Grant (1904), built by Brown's Boat Shop, owner Chuck Raynor, Richmond, VA

Mud Hen sloop (1962) designed by Dutch Design with modifications by Stan Evanson, built by Evanson Yachts, owner Ronald Gibbs, Paoli, PA

Mud Bug, canoe (2000) designed and built by Andy Wolfe, owner Ronald Gibbs, Paoli, PA

Sugar, Shellback dinghy (2002) designed by Joel White. Built by owner Frank W. Stauss, Jr., Sewell, NJ

Compass #2, Compass (2002) designed by Sam Crocker/George Chaisson, built by Thad Danielson, Redd's Pond Boatworks, owner: Ian M. Hughes, Haverford, PA

Rebecca Ann, Caledonia yawl (2002) designed by Iain Oughtred, built by Geoff Kerr, owner Dale Davenport, Linville, VA

Canvasback, kayak (1999) designed by Karl Stambaugh, built by owner Carlton Stambaugh

Aleut kayak (Baidarka 2002) built by owner David and Pam Niles, North Haven, CT

Yellow Belly, 12-1/2' dinghy, owner Greg Boyd, Bethesda, MD

Yacht tender Captains gig (1914), owner Peter Stifel, Easton, MD

Dark Star, sharpie (1992) designed by Gardner, built by owner Alan Dittenhofer, Lanoka Harbor, NJ

TNT, Lanoka Harbor Speed Skiff designed and built by Alan Dittenhofer, owners Trace and Trov Dittenhofer, Lanoka Harbor, NJ

Sara, Ness yawl (2001) designed by Ian Oughtred, built by Geoff Kerr, owner Jay Eberly, Lincoln, VA

Dulcimer, sloop (1978) designed by Sandy Van Zandt, built by Sandy and Sidney Van Zandt, owner Greg DeLong, Providence, RI

Frisky Biskit, crab skiff (2002) built by owner Brad Faus Canoe (1920s) designed and built by E. M. White, owners Rod Archer/Lucy Kaufman, Kingston, NY

June Bug (1990) designed by Phil Bolger, built by owner Guy Batchelor, Carlisle, PA

Faith, canoe (1999) designed by Kulzcycki, built by owner Tom Dugan

Mysti Shadow, Whisp (1997) designed by Redmond, built by Philadelphia TSCA members, owner Ronald T. Gryn, Sr, New Britain, PA

Casper, sailing canoe (1995) designed by Philip Bolger, built by owner Richard Cullison, Silver Spring, MD.

Sunfish, owner Chris Smith, Tom's River, NJ

Sidekick, Micro (2002) designed by Phil Bolger built by owner Tom Etherington, Pennsauken, NJ

Woo Hoo, pulling boat (2002)—designed by Chesapeake Light Craft, built by Annie and Dan Muir, owner Annie Muir, Springfield, VA

12' Thayer Pickle, owner Dan Muir, Springfield, VA

14' Thayer Livery Whitehall, owner Dan Muir, Springfield, VA

This replica of a San Francisco fishing felluca was brought cross country from the San Francisco Maritime Museum by Curator of Small Craft William Doll.



Cattail, dinghy (1996) designed and built by Karl Stambaugh, owner Karl Stambaugh, Severna Park, MD

19' Runabout (2001) designed by Ted Christenson, built by Sasles Boat Yard., owner John Sullivan, Church Hill, MD

Skiff (2002) designed and built by Richard Gordon, owner: Annapolis Yacht Sales

Canoe (1998) designed by Rob Stevens, built by Den Clark. Owners: Bill and Karen Rutherford, Metuchen, NJ

June, Gaff rig cat (2000) designed by Joel White, built by Big Pond Boat Shop, owner Doug Gray, Easton, MD

Aqualung, International sailing canoe (1980) designed by Peter Nethercotte, built by King Ferry Canoe Co., owner Jon Rice, Wittman, MD

Ellen, dinghy (1994) designed and built by John Brooks, owners Jonathan and Lindsley Rice, Wittman, MD

Gypsy, Moth (1967) Built by L. Lanaverre Constructions Nautique, owner Jon Rice, Wittman, MD.

Zinger, picnic boat (1978) Built by MacGregor, owner James Nafzinger, Cecilton, MD

Green Boat, wherry (1996?) designed by John Lockwood, built by owner Clyde Wisner, Manchester, MD

Stillwater canoe (2000) built by David Gerty, owner: Anne Gerty, Woodbridge, VA

Zee Muis, Whitehall (1970) built by Cape Dory, owner Ryck Lydecker, Germantown, MD

Jabberwock, (2002) built by the Antique Boat Museum, owners Dave and Rena Kandler, Clayton, NY

Boat, Tradewind (1960s) designed and built by Klepper, owner Don Campbell, Chicago, IL

Ducker, Ducker (1995) designed by Jim Thayer, built by Jim Thayer and John Hawkinson, owner John Hawkinson, Easton, MD

Skipjack, owner Winslow Womack

Aubrey J., Whitehall (1984) designed by Gardner, built by Marc Barto, owner Aubrey Barto

Apprentice for a Day

Become an Apprentice for a Day as you team up with other participants under the direction of a master shipwright at the Chesapeake Bay Maritime Museum Boat Yard in St. Michaels, Maryland.

Together, the apprentice crew will work on an ongoing project of handcrafting a fleet of traditional rowing craft. The boat presently under construction is a 13-1/2' cedar lapstrake skiff designed by Captain Pete Culler. Your day at the Museum Boat Shop will be one of using the tools, shaping the wood, learning the techniques, and becoming part of the Bay's boatbuilding story.

Time: Saturdays, 10am 4pm through April 2003. Ages: 14 years old and over unless accompanied by an adult. Cost: \$25 per day, \$15 per day for Museum members.





Andrew Charters from Meggett, South Carolina, arrived with his six boats, four schooners and a cutter all fully rigged in a horse trailer and his Skipjack in the back of his pickup truck. (Photo by Annie Michnowicz)



Six captains signed on for a spirited race in Vintage M challenge.. Here we see Ned Lakeman's in the lead with Harry Mote's hard on his starboard quarter. These boats present a beautiful sight as they glide through the water with a fair breeze. (Photo by Dan Gresham)

Six judges tackled the task of rating the schooners for hull fairness, finish, construction details, sails & rigging, and, of course impact on the eye. Due to the magnificent craftsmanship, this was no easy task. The judges, most from the Solomons area, are noted for their wood working and modeling skills. Don Remers, Jonathan Wright, and Jimmy Weller carefully judging a Schooner. (Photo by Dan Gresham)



Calvert Marine Museum SOLOMONS, MD 2002

Sponsored by US Vintage
Model Yacht Group
Hosted by Solomons Island
Model Boat Club &
Great Schooner Model Society
September 27 to 29, 2002
A Well Attended,
Wonderful, Windy Vintage
Watercraft Regatta

By Annie Michnowicz & Richard Rogers,
SIMBC newsletter staff.

The 2002 Vintage Traditional Watercraft Regatta got off to a fine start when registration opened in the lobby of the Calvert Marine Museum in Solomons, MD and Jose' Medina, from Des Moines, Iowa, was one of the first to register for his first regatta with an 8-1/2' schooner. By noon 13 of the expected 26 captains, with almost 50 model boats, had registered. Friday afternoon some captains were interested in rounding the marks and fine tuning their rigging for the upcoming races. This practice was extremely beneficial since the wind was consistently out of the east-northeast all weekend.

Saturday morning dawned bright and clear! Recipe for a great regatta: Beautiful sky, wind laden clouds, historical background, traditional watercraft, competitive spirit! The models were entered in five classes: Vintage M, 6 entries; Schooners (50" and under), 11 entries; Schooners (over 50"), 9 entries; Skipjacks, 17 entries; Open, 4 entries.

Sunday morning dawned clear and gorgeous with lighter winds but still great for racing. After a full morning of sailing and networking, noontime found all enjoying a delicious barbecue lunch. Dessert was a sheet cake decorated with the regatta logo, almost too beautiful to cut, that Tom and Sandy Younger provided.

In reflection the regatta was indeed a special event. There was quiet, focused concentration on the part of the captains as their boats glided over the water with beautifully set sails, and the occasional collision, tie up, or loss of wind. To accompany this silentitude spectators provided lots of fun and loud cheering especially "Go George Go!" Perhaps this, plus all the white sails, caused some captains to admit that at times they may have been sailing someone else's boat, one of the many joys of remote control racing!



Thirteen Skipjacks are seen here rounding the outer mark. The Skipjacks were the largest class of entries with seventeen models registered, thirteen of them raced in some or all of the five Skipjack races. The close proximity of the boats brought on occasional collisions and tie-ups requiring the use of the chase boat. With the acceptable confusion due to the number of boats, the starts were clean. The downwind legs for the Skipjacks are especially demanding, the large mains take control and the skipper must be alert and ready. (Photo by Dan Gresham)



The *Sharpie's* captain, Richard Rogers, was a little hesitant initially to take her out due to the high winds and seas as she has a large open cockpit and no bilge pumps. But the wind moderated and things went smoothly for all captains. (Photo by Dan Gresham)

The official results of the 2002 US Vintage Model Yacht Group Traditional Watercraft Regatta found trophies awarded as follows:

Vintage Marblehead:

1. Alan Suydam
2. Ned Lakeman
3. Harry Mote

Schooners 50" or less:

1. Ned Lakeman
2. Alan Suydam
3. Charles Roden

Schooners 50" or more:

1. Andrew Charters
2. George Surgent
3. Richard Lamsfuss

Skipjack 48":

1. George Dankers
2. Tom Younger
3. Bob Ray

Open Class:

1. Richard Rogers
2. Andrew Charters

Farthest Distance Traveled:

Jose' Medina (Des Moines, Iowa)



Andrew Charter's *Gloriana* less topsail.
(Photo by Dan Gresham)



Throughout the day a chase boat was available to rescue tangled boats as well as those which lost battery or signal power. Buck McClellan, SIMBC's Fleet Captain, our man behind the Regatta and Jason Williams, our youngest member, rescue Homer Bowen's lobster smack. (Photo by Dan Gresham)

During the weekend Seaworthy Small Ships set up their pond near the Calvert Marine Museum Exhibit Hall where young visitors (future model skipjack, schooner, and vintage M captains) were able to build and sail their own free sailing square riggers, Bermudas and two masted sharpies. These working pond models looked and sailed great! (Photo by Marla Surgent)



Schooners, 50" or less, also contended with the wind and the tight sailing quarters especially when rounding the mark! However, our sailors were so good, we did not hear one protest although one model was required to do a 360. Of the eleven entries in this class, nine were raced in nine races. (Photo by Dan Gresham)



Eight of the nine large schooners which were registered participated in four races. The winds were blustery, however, the schooners were prepared and showed us a beautiful race. If one squints ones eyes, one can almost see the sailors on board these beautiful vessels of a bygone era. (Photo by Dan Gresham)



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More Simmons Sea Skiffs than have been together in many a decade gathered at South Harbour Village Marina, Southport, North Carolina, the weekend after Labor Day for Simmons Sea Skiff Expo 2002. Of the 28 boats at the Expo, 20 were originals and 8 reproductions, representing all three models.

The Simmons Sea Skiff is the boat that opened ocean sportfishing to outboard boats beginning in the early 1950s. T. N. Simmons designed and developed the lapstrake boats of legendary seaworthiness and distinctive head turning form. He and his son, Tommy, built these boats in their shop on Myrtle Grove Sound until Tommy drowned falling out of one of the boats. They built seven or eight hundred of the boats in 18', 20', and 22' models. The boats were of shell construction similar to Viking ship and dory building. Except for a few built of juniper (Atlantic white cedar) they were planked with 3/8" fir marine plywood, whose durability accounts for the survival of so many of the boats today.

Simmons built without plans, using a number of patterns to establish the basic hull shape. In 1985 I drew plans and wrote building directions for the Sea Skiff 18. These were followed in 1990 by plans for the Sea Skiff 20 and in 1994 the Sea Skiff 22 was added to the lines. These plans and directions were given to Cape Fear Museum Associates and are available from them. Reproduction Sea Skiffs have been built around the world; Scotland, Ireland, Australia, Thailand, for

Simmons Sea Skiff Expo 2002

By Dave Carnell

example. Most have been built closer to home in the U. S. and Canada.

The Expo was entirely organized by Tommy Robbins and Alex Slaunwhite. There were no judging or awards at the Expo. Any Simmons, regardless of condition was welcome. Most of the boats were displayed in the water after being launched at the nearby CP&L Wildlife Boat Launch Area. Until challenged, I'll claim the greatest distance traveled by water (30nm) for *Nutmeg*, my 1964 20' high sided Simmons, as Jennifer and Kemp had about half a mile farther to travel than the two boats from the Broadfoot compound at the mouth of Pages Creek.

Many of the boats arrived Friday, but everyone was on their own until Saturday morning, when Tommy Robbins led us in a parade up to and along the Southport waterfront. There was a second parade in the afternoon to Southport and through the yacht basin there. Fewer participated in a parade under the Oak Island bridge across the AICW at near sunset.

In the afternoon Mike Hubbard, Live Oak Boatworks, talked about repairing and

building Sea Skiffs. Capt. Bill Brogdon, USCG(Ret.) talked about the performance and handling characteristics unique to the Simmons, and I presented a slide show and talk about various reproductions that have been built around the world. At the evening pig pickin' Norman Holden, mayor of Southport presented North Carolina's highest civilian award, The Order of the Longleaf Pine, posthumously to T. N. Simmons. The award from Gov. Mike Easley, was received by Ann Mincey, daughter of T. N. Simmons, who has generously donated her fathers tools, patterns, and records to the Cape Fear Museum, 814 Market St., Wilmington, NC 28401. For plans call the museum gift shop at (910) 341 4350 or visit on the Web at www.nhcgov.com/cfm.

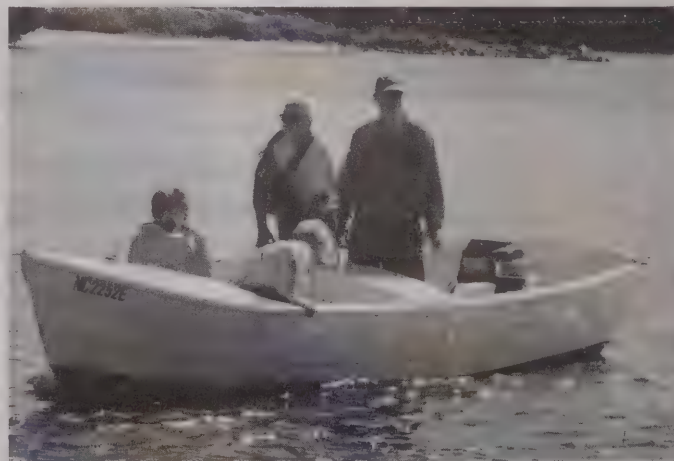
South Harbour Marina wants the Sea Skiffs to return and Tommy and Alex are already planning Expo 2003 for the same September weekend. They will do their best to provide the same beautiful weather we had in 2002, so make plans and come join the fun.

The photos are all by Alex Slaunwhite. The terms "low side" and "high side" applied to Sea Skiff 20s refer to the number of side planks; five for high side and four for low side. The low side Sea Skiffs Simmons built were about 6" narrower on the bottom than the high side 20s. Nelson Silva and other builders of reproductions built low side 20s by leaving off the top side plank of the high side 20 design.



The writer's 1964 high-side Sea-Skiff 20.

Cliff McKeithen has done all the surgery on his 1968 low-side 20 and is ready to begin restoration.



Jake Cornelius' low-side original Sea-Skiff 20.

Alex Slaunwhite's 1961 Sea-Skiff 22, Nelson Silva built the windshield.





Lloyd Watkins' 1974 Sea-Skiff 22.



Jerry Slaunwhite's 1963 high-side Sea-Skiff 20.



Jim Parker and Tony Young built this Sea-Skiff 22 in 1999.



Melvin Miller's 1960 Sea-Skiff 18.



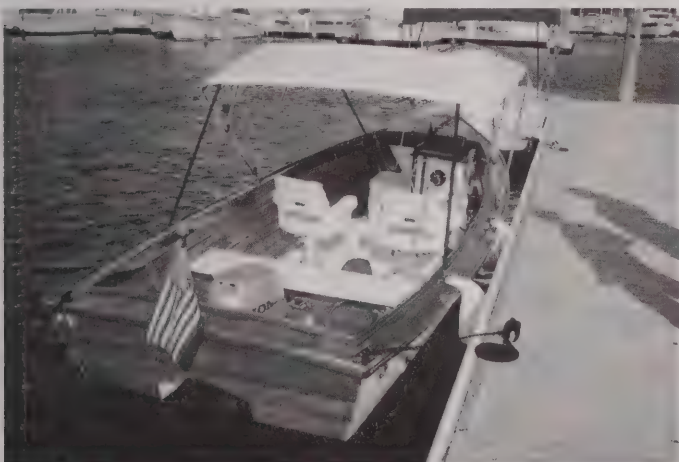
Carl Patterson finished his Sea-Skiff 22 in 2002.



Tom Broadfoot's high-side 1974 Sea-Skiff.

Dan Tezza's 1960 Sea-Skiff 18 is extensively restored.

Jim Martin's reproduction Sea-Skiff 18 was built in 2000.



IVAISSPR 2002

By John Weiss, S/V *DragonSong*



Alciope, Richard's Gardner dory, and *Kaselehlia* in Cowichan Bay.



Captain Morgan's Marine B&B, Genoa Bay, BC.

Ellen and John Weiss with seadog Lady aboard *DragonSong* on Cowichan Bay.



The Fourth Annual International Salish Sea SeaPearl Regatta was held Aug 14-17 on and about Vancouver Island, British Columbia. Three boats and their crews attended:

Kaselehlia: John Scull & Linda Hill, Maple Bay, BC (hosts)

Alciope: Colin & Mary Hermans, Friday Harbor, WA

DragonSong: John & Ellen Weiss & seadog Lady, Lake Forest Park, WA

The regatta was hosted by Commodore Ben, proprietor of the Genoa Bay Marina (48° 45' 31" N, 123° 35' 52" W) and Commodore of the Genoa Bay Yacht Club. Accommodations were provided by Shirley Painter, proprietor of Captain Morgan's Marine Bed & Breakfast, right next to the marina on the bluff overlooking Genoa and Cowichan bays. Capt. Morgan's has 8 rooms and a huge terraced garden down to the water, populated by quail, raccoons, and other small wildlife. For anyone traveling/sailing/cruising the Canadian Gulf Islands and Victoria, BC area, I highly recommend you stop in at Genoa Bay. Maple Bay and Birdseye Cove, both "just around the corner" to the north, have larger and more complete (chandlery & haulout) facilities, but Genoa Bay is perfect for relaxing and SeaPearling.

On Wednesday, John sailed *Kaselehlia* down from Maple Bay in a 20-30 knot breeze under a 3/2 reef. After tacking out of the bay, the broad reach through Samsun Narrows was "exhilarating." Meanwhile, John & Ellen brought *DragonSong* on the trailer via BC Ferries through Nanaimo. Colin & Mary motorsailed *Alciope* from Roche Harbor, San Juan Island, on Thursday, after the wind calmed down to "normal." *Kaselehlia* and *DragonSong* met *Alciope* at the mouth of Cowichan Bay, and all 3 boats entered Genoa Bay running wing-and-wing.

The "Cowichan Pump," a 10-knot SE thermal that is scheduled daily from 11 AM to 5 PM in the summer, dominated the 75-80°F (24-27°C in Canada) daytime weather. After Wednesday afternoon, the evenings were restored to their virtually windless norms, setting the mood for good food (Grapevine Inn at Genoa Bay and Quamichan Inn at Maple Bay are highly recommended!), Cowichan Valley chardonnay, Herman's BC beer, and relaxing amidst the quail in Shirley's garden overlooking the bay.

On Friday the SeaPearls were joined by a pristine red & white 16' Gardner Dory sailed by Richard Chamberlayne & Martin Thomas, friends of the Sculls. Martin served as official regatta photographer. After a prolonged photo op, we sailed across Cowichan Bay to the Cowichan Bay Maritime Centre, where Curator/Boatbuilder Eric Sandilands helped Richard build the dory a few years ago. Eric treated us to the "cook's tour" of the CBMC, which boasts a museum on the dock as well as a boatbuilding shop where new construction and restorations are underway. Take a peek now at www.classicboats.org, and be sure to stop by if you're ever on Vancouver Island!

After the tour and lunch, we set off upwind across "Cow" Bay for the main regatta event. In the LeMans start, *DragonSong* got off last because she was rafted inside *Alciope* at the dock, and had to wait for *Alciope* to clear the 1-boat-wide throat in the row out to the bay. After a couple hours of tacking (as well as a bit of reaching/running to cavort with Richard's dory, who couldn't quite keep up with the SeaPearls), *Kaselehli* was ahead at the mouth of Cow Bay as we hit a dead spot in the wind around Separation Point. While *Alciope* and *DragonSong* patiently awaited the renewed breeze, oars were seen deployed on *Kaselehli* in an apparent attempt to surreptitiously increase her lead. However, the plot was foiled when John Scull remembered he hadn't told Colin and me where we were going (Richard had already abandoned the race and headed back toward Genoa Bay). So, after we all cleared the point, John sailed downwind to rejoin us and point out the red buoy that marked Musgrave Rock ("dangerous if you're a tanker, but not if you're a SeaPearl") on the other side of the narrows. *DragonSong* rounded the upwind mark first, with *Alciope* and *Kaselehli* neck-and-neck about 20 yards back (or is that meters in Canada, eh?). Hearing the other crews having too much fun back there, Ellen & I luffed a bit until the other 2 boats caught up for the broad reach back to the day marker on the edge of the mostly-submerged rocks (dangerous to SeaPearls, too!) guarding the southeast end of Genoa Bay. Colin and I experimented with various sail/leeboard configurations as *DragonSong* sailed a boat-length away in *Alciope*'s lee, while Ellen and Mary performed the normally-required foredeck duties (gabbing and passing back the water bottles, for those who may wonder), and John & Linda sailed calmly a couple boat lengths back, wondering why we were "working" so hard. The 3 boats again entered Genoa Bay together, wing-and-wing, and we put the boats to bed and prepared for the celebratory feast at the Grapevine.

John Scull provided the following regatta statistics:

The route was from Genoa Bay to the Cowichan Bay Wooden Boat Centre to the buoy over Musgrave Rock (minimum depth 2.1 metres) and back to Genoa Bay. Measured on the chart, the distances were as follows:

Genoa Bay to Cowichan Bay 1.5 nautical miles

Cowichan Bay to Musgrave Rock 3.0 nautical miles

Musgrave Rock to Genoa Bay 2.5 nautical miles

Total distance 7.0 nautical miles

I turned the GPS on at Cowichan Bay, so statistics are available for the second and third legs of the journey, 5.5 miles on the chart.

Distance travelled by *Kaselehli* 9.8 nautical miles

Maximum speed for *Kaselehli* 6.1 knots

Average speed for *Kaselehli* 3.5 knots

I imagine these numbers are about the same for the other two boats. According to my calculations, the hull speed of a Sea Pearl 21, with an LWL of 19 ft. is also 6.1 knots = $(1.4 * \sqrt{19})$.

As a rough estimate, each crew member ingested 23,000 calories over the 2 days,

making the energy efficiency of three Sea Pearl 21s similar to that of a Bayliner 47 going full speed.

On Saturday morning, after a huge sendoff breakfast at Capt. Morgan's, Colin took to the oars to start the journey back to Roche Harbor, I checked the trailer straps and hitch, and John ambled back to the dock to prepare for a sail around the bay...

A post-cruise message from Colin included a report that his motor mount and safety line broke while negotiating a particularly nasty wake, sending his 2 HP 2-stroke Suzuki to the bottom of Saanich Inlet. He deployed the oars again for a good part of the next 8 1/2 hours of fluky winds and currents, but made it home safely. He now has a new engine mount and 2 HP 4-stroke Honda on order.

VAISSSPR is currently planned for July 21-24, 2003, at Lieberhaven Resort, Orcas Island, WA (www.lieberhavenresort.com or www.orcasislandwa.com) on Obstruction Pass near Olga: 48° 36' 19.7"N, 122° 49' 00.6"W. We are planning on a full 2 days of


Kaselehli and *Alciope* duke it out downwind.




"regatta" sailing next year, and all the SeaPearls will likely be sailed from their home waters (Maple Bay, Friday Harbor, and Anacortes) to Lieberhaven. If interested in joining us, contact John Weiss at jrweiss@attglobal.net.



Dinner at the Grapevine Cafe (clockwise from lower left): Linda Hill, John Scott, Ellen Weise, John Weiss, Mary Hermans, and Colin Hermans.



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While I was frying the wonderfully large (none under 18") mullet from our trip to Hem em up Creek we saw the Canoe Crew going by our coast house. It is a delight to see them and we watched carefully as they passed. Though the constituents of that crew are sort of variable, they are always in charge of a woman of indeterminate age who sits in the stern of this old, shaggy fiberglass canoe and paddles adroitly.

There is usually a half grown girl in the front who determinedly provides most of the propulsion by use of the swapping sides method. In the middle of the canoe are quite a few small ones of which there always seem to be several who are paddling in the wrong direction but each and every one of them (maybe seven!) have a paddle and are participants in the progress of the boat. None of them have on PFDs and I know that the Marine Patrol is going to get them because the law says that any child in a boat must wear one of the damned things in any water deeper than three inches even though the kid can swim like a seal (which is about the case in this case). They passed rapidly and were gone in no time. No telling what they were in such a hurry to go do but I have an idea of the possibilities.

Meanwhile, the fish were fried and, while we were eating the last of the coleslaw, we heard a familiar sound which we knew preceded another spectacle but, this time, not cheerful and in the other direction. You know, watching the behavior of animals is just about my favorite form of biology. I just love to try to figure out what they are doing and how they are going to do it and human beings are just about as interesting as insects. One time I watched a woman, dressed fit to kill, on her way to a party over here on this island get stuck in the deep sand of the road in an SUV big enough to haul a ton of hog feed.

Though the only road on the island passes right in front (?) of our house, we do not have a car. Not only that, but we do not participate in the antics of those islanders who are infected with the disease of vehiculosis of which I have written a lengthy treatise which will soon be published in an esteemed medical journal (*Maine Boats and Harbors*, Peter H. Spectre, editor). It is unfortunate that the worst sand bed on the island is right in front of my house.... well, it is unfortunate for the poor fools who get stuck there but sort of entertaining for me.

At first this woman in the evening dress tried to dig out this monster which was sunk to the axles in the deep sand with first one, then the other, high heeled shoe. Then she tried a frisbee for a while... had to hike her evening gown up quite high to get enough freedom of motion to get down to where the sand was. Finally, she realized the futility of her struggle and put on her high heeled shoes and strutted (?) off down the deep sand of the road to the party for some help. In no time at all, the whole road was full of well dressed, drunken, pot gutted gallants with their all terrain vehicles jockeying for position like a herd of male beetles attempting to gain ground on a possible copulation.

I know I have to get off this jag pretty quick so I'll cut to the nub the thing we witnessed while raking the last of the mayonnaise out of the bowl with the spoon. Here came a Ford pickup truck with three stooges and two fine-young-things. Two of

Hem em up Creek

By Robb White

the stooges and one of the fine-young-things were in the back with the icebox full of beer and the head stooge (Moe?) and another fine young thing were in the front. When the truck got to the sand bed, it started slowing down and hunching like all pickup trucks do before they stop and stick. As usual, the stooge in the front thought that horsepower would overcome sand and floored it and, as usual, sand overcame horsepower and he stuck it to the frame... all four wheels.

During the ensuing stomping around and discussion, the personalities of the participants became apparent to us. First, the two women displayed the characteristic response of fine young (?) things who have been trained, like me, not to participate in antics of this sort. They stood on the sidelines while sand was dug and hopelessness materialized. The three corks were identifiable by the way they approached the problem. One was quite along in age for the company he was in. HQ had bushy gray hair and a stylish way of acting... sort of like he might have been somebody in another situation, but here he was too drunk to know which way to cut the wheel so as to, "Straighten the hell up, goddammit".

One of the other jokers had on a pith helmet and was dressed all in khaki... most exquisite thin stuff... very finely sewn, I know because I found one of those shirts washing around in the surf and, after I got the barnacles picked off they left the most stylish looking little holes and, when I wore it in public, people mistook me for somebody. Anyway, this khaki clad man was so drunk that I was afraid he was fixing to have a stroke out there in the blazing sun. The other one was the only person in the whole crew who appeared to be worth a shit. He dug furiously under the wheels and we dubbed him "Digger".

I got to get back to the boat part. There was a hell of a lot of carrying on that I am going to leave out. So what finally happened was these two women decided that they needed to go back to the house. They stared at our wretched looking outfit and then, thank goodness, down the seaside at our neighbor's place. Though it was much further away, they decided that that must be the best place to seek assistance so the whole crew trudged down the deep sand of the road (binoculars are the true tool of animal behaviorists... that's "ethologists" in the jargon). Poor little drunk Khaki brought up the rear and should have had a drink of water. There was some standing around and a lot of head wiggling and finally the man of the house trudged off with this whole mess of people down his little path to the bayside where his boat was anchored (he ain't got no car either) and hauled them off down to the east to their house. Later, when we went in the boat down that way to the harbor to get the mail, we saw old Digger walking down to the beach from a house that wasn't all that far away. He was carrying a car battery and, when we got back, the truck was gone. The pitiful thing of this was that, while we were down at the harbor, we saw both those fine young things posing for a photograph on the bow of a Bayliner.

They sure looked fine in their designer sunglasses with those long, diaphanous split skirts on over their bathing suits.

So, before all this happened, we went to Hem em up Creek. That's a wonderful place but it is far down to the west and to hit it right you usually have to leave before daylight so we left before daylight. You know, with that, I must digress but I'll be short with it. Fishing ain't what you got, it's what you know and that statement requires no elaboration. We were running kind of late because I had worn out the original aluminum propeller on the damned, unreliable four stroke Evinrude fifteen and I had bought a very expensive stainless steel prop from a yard sale for twenty bucks but it was too low a pitch so I used much valuable time squatting in the water with my two hammers to get it right, but I got it. It doesn't even cavitate in hard turns quite as bad as the original. I am very delighted.

We got there (I am letting out quite a few of my secrets but I ain't about to publish the location of Hem em up Creek... you're on your own) just as the sun was burning off the dawn haze. As soon as we poled silently up to the mouth of the creek, I could see mullet swirling in the shallow water up in there. This little place is a short, blind creek that goes a little way back into the marsh and stops. I don't know what is so attractive about it but somehow big mullet just love the place. Of course, they are all over up and down the flats down around there but they don't go up into any of the other little creeks.

I have gradually found out a thing or two about the behavior of big mullet (the finest of the fine). What I think is that they are smart enough to know that they are too big to be caught by an osprey so they are brazen about shallow water. They frolic in a most insolent manner up there by the marsh grass knowing that they are perfectly immune from porpoises (I refuse to call bottle nosed porpoises "dolphins"). They are immune from cast nets, too. When you come along, ready to throw, they know who you are and what you can do and have the uncanny ability to stay most frustratingly just out of range. They jump and look at you in a most patronizing way. It'll provoke a dedicated predator like me, I tell you.

If you crowd them too much, they'll swim up into the marsh grass (*Spartina*) where they know damn well that the net can't get to the bottom. If you can't help yourself and throw anyway, they won't panic but will saunter around until they find a place where the leads are held up by the grass and wiggle out from under. They are so confident that they won't even go very far but will look you, once, straight in the eye before going on about their business.

I can catch a whole boat load of what they call, "dappers", little mullet about 12"-14" long and very good but a big mullet is an extremity of delight, not only for the coup of catching the fish, but because they are the best eating. Small mullet are softer of flesh and not as fat as big mullet. An 18" mullet is as strong as a working man's arm and almost as hard as a piece of wood. Fried up correctly, they hardly absorb any oil at all and are most exquisitely delicious... the gourmet fare of knowledgeable Southerners everywhere, especially children and other primitive people. Big mullet command a much higher

price than small fish. Back in the pre net ban days, specialists around here used a big mesh gill net to select out the big fish for the high priced market.

At that, I believe I better explain the Net Ban Amendment to the Florida Constitution but, as politics is not my favorite subject, I'll be brief. In the mid 90s some sports fishermen got organized and by use of big circulation, slick paper magazines were able to circulate a petition banning gillnet fishing and any other fishing with RWs any kind of big net in inshore waters of the state. The popularity of their project was helped by the arrogance of some commercial fishermen who would strike a thousand feet of gillnet around a place where people were trying to fish with hooks and lines and catch everything in the circle.

The old law permitted the netters to legally catch way more fish than the pole fishing limit and such behavior not only seriously depleted the stocks of inshore fish of all species but aggravated the common folks into signing the petition in cahoots with big deal hotshots who wash the banks of every waterway in Florida with the enormous wakes of their extravagances. The amendment passed overwhelmingly (just like similar works in Texas and Louisiana had done before) and inshore nets were restricted to five hundred square feet and had to be small enough mesh so that they did not qualify as "entanglement nets" according to the law.

There has been a lot of furor since then but the net result is that inshore fisheries of the state have improved dramatically. Mullet, once the staple of the diet of a lot of people, have recovered to pre historical plentitude. I met a sixteen year old boy who had played hooky from school during the fall spawning run of the year of 2000 and caught fifteen hundred bucks worth in one day with a cast net. He didn't even use a boat but drove from creek to creet in an old, rusty Datsun pickup truck. He told me that his granddaddy had taught him how to do it.

Since the net ban has been so successful, I am waiting for the people to smite the poor old commercial fishermen the final blow and outlaw shrimping. A five hundred horsepower shrimpboat scouring the bottom all night long is the most biologically destructive implement imaginable. The gourmet appetite of people like the ones I saw get stuck in the sand drives the market so that the price is so high that it is profitable for a boat to work all night and catch and kill thousands of pounds of "trash" for a few pounds of bugs. Shrimp are very low on the food chain so they renew mighty quickly. Despite that, none of these shrimpers are making much money. There are just too many of them working the resource so that a fancy woman on the east coast can drive her SUV all the way across the peninsula to "pick up some jumbos" that she heard about over on the Gulf side.

I know that being a gourmet is a mortal sin but, like the east coast woman (I know her) with the extravagant tastes, I just can't help myself when the big mullet finally arrive at the creeks and marshes of the panhandle of the state of Florida so my wife and I stepped silently out of the boat and carefully placed the anchor on the sand at the mouth of the creek... our eyes riveted on the swirls of the big fish within. I slowly took the big cast net out of its box and carefully arranged it in

the elaborate arrangement that precedes the "Panacea throw", which is the best way to throw a heavy net while wading about thigh deep.

No words were spoken as my wife positioned herself at the mouth of the creek and I slipped down the beach to creep in through the marsh grass to the blind end. We had done this before and I knew that they might be in the deep water of the head hole and I might make a good throw. When I got through the grass to the hole, I could see no sign of the fish on the surface but the water was pretty deep and I knew they were in the creek somewhere so I threw anyway. Boy, it was perfect. The big, heavy net spiraled out and almost completely covered the surface of the hole. The strike of the leads on the water sounded like somebody had dropped fifteen car batteries in the early morning calm. But all I caught was about fifteen hermit crabs which had to be laboriously taken out of the net because even that little abstract weight will interfere with the precision of the spread of the next throw.

I waded down the creek toward where my wife was trying to block the entrance. I could see the fish in the shallows of the middle section of the creek but they were too far away yet. I slipped up into the marsh grass and hurried as stealthily as I could down to where I thought I was in range and threw out onto the shallows where I had seen some big swirls. When the net hit, I saw three big fish erupt from the water. Though they were inside the net, they were so powerful that they were able to lift the leads from the bottom and no telling how many ran for their freedom. There was no arrogant sauntering to this escape, I could hear the grunting of their bones as they swam as fast as they could for the mouth of Hem em up Creek. Like the boys in the wonderful movie, *Oh Brother Where Art Thou*, I know just what they said, "We in a tight spot".

My wife made the same motions as a hockey goalie but the mullet had the situation figured out and ran past her and between her

legs... some jumping where the water was too shallow to swim. There were a few who were intimidated by her and swam back up the creek toward me, but I had three in the net and couldn't get ready so they went back up beyond me. After I got the three out (a tricky business) and into the bag, I made the arrangements and went up after them. They were nowhere to be seen and this is a blind creek. I have a little song I sing to myself as I quiver with readiness in a situation like that, "Just give me a little sign girl..."

I couldn't figure it out until I saw a hint of a shimmer... "hup, my baby", in a little pocket of marsh grass along the bank. I knew that, if I threw on that, the leads wouldn't be able to compress the grass enough to get to the bottom and they would get out so I decided to flush them out like quail. When they ran, they were like bullets in the water. I could see the whiteness of the vacuum from their tails in their wakes. Trying to lead them as much as I could within the range of a possible throw, I let fly. The big net soared up and away but I could see that they would be out from under it before it hit.

My wife fainted to the east and splashed to the west before them and, miraculously, they turned and swam back toward me just in time to hear the complete circle of the splash of the leads all around them. They did not panic at all but swam within the net looking for a hole. I would like to lie to you and tell you that their valiant efforts were not in vain but we took home six big, fine mullet and had a primitive feast.

There is a lesson to this story: If those three mullet had kept running the first time they could have gotten past my wife and been free with the twenty five or so others, so what we did was to aid natural selection in increasing the intelligence of the survivors of that species. Like I said, fishing (and escaping) ain't what you got, it's what you know and it is too bad that the ability to hem em up is no more significant in the master plan than the ability to pose on the foredeck of a Bayliner.



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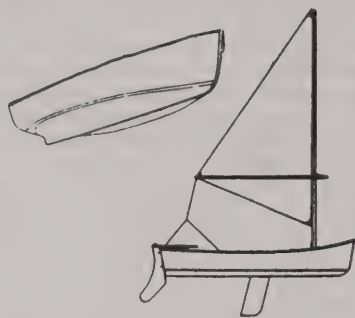
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Messing About At Sandenis Lake

By John Leyde

My first recollection of messing about in boats was at the age of four in 1955. I was trying to land an old skiff on the beach of Sandenis Lake while my two sweet aunts stood by patiently waiting for me to get it in just the right spot on the beach. As I recall, I finally found that right spot and we were able to leave for home.

Sanden's Lake was what I called the lake in those early years. It was actually Lake Goodwin in northwest Washington state. In the 40s and 50s, it was mostly inhabited by fishing resorts with cabins for rent and weekend homes. Our family friends, the Sandens had purchased a lot on the lake and one of the old resort cabins in 1952. I found out that they wanted my dad to purchase the lot next door but for whatever reason, he didn't. Nevertheless, we were able to reap the benefits of having our own private beach, even if our names weren't on the title, being only a half hour drive from home.

The Sanden's three children, Carolyn, Kenny and Gary, were nearly the same ages as my two brothers and sister so there was a lot of camaraderie. The Sanden's early fleet consisted of rowing skiffs, which were excellent fishing boats. I remember the adults coming in from fishing at dusk and Jo Jo the cat jumping into the boat looking for the days catch. They were also good for sinking, on purpose, turning them upside down and swimming under up into the air pocket. The water version of King of the Mountain could be played while balancing on the bottom of the overturned boat. There were several times

the boats turned over unintentionally due to our youthful energy, fortunately with no dire results.

Being a rather rustic area at the time, toilet facilities were provided by an outhouse, a two seater. During one Fourth of July picnic, we were looking for different things to do with our firecrackers. Someone suggested that we throw some down the outhouse hole. With four or five of us crammed in the little (I stress little) building, it was great fun listening to the dull thud as they exploded at the bottom of the pit. The fun continued until one of the lit firecrackers missed the hole and landed back in the corner next to one of the seats. The pandemonium that ensued was a sight to behold! Five kids attempting to go through a one kid door at the same time. The fuse was just too short and the door too small for us to extricate ourselves in time and BOOOOM!!! (My wife says that I'm hard of hearing and the outhouse incident was probably a contributing factor).

Two lots down the lakeshore lived the Baunsgards and their three boys. Mr. Baunsgard worked for the Reinell Boat company and they were able to reap the benefits of a boat builder. Their runabout had the largest motor on the lake at that time, a 60hp outboard!!! They also introduced me to a new miracle substance called polyester resin. It was amazing to me that you could mix together two liquids and it became plastic. If you added this new kind of fabric, it became even stronger plastic.

One time Kenny Baunsgard's fingers almost became plastic when the resin fired off and he barely got it cleaned off in time. Those were the days before gloves, protective clothing, etc. One of my fellow employees, who worked for Mr. Baunsgard at Reinell, said they would clean their hands by washing them under a stream of acetone!!

The Sandens eventually purchased a runabout with a 40hp outboard, perfect for pulling teenagers on water skis. Imagine that, summer fun on the lake and water skiing too. We now had rapid transportation across the water. No more slow rowboats for us. We could get over to the State Park in no time and impress the girls there or anywhere for that matter. As I recall, we never impressed any enough to go for a ride with us. Maybe they should have gotten a 60 horse!

The summer days seemed like they would never end and the sun seemed to be more plentiful and warmer in the sixties. The water fights, volleyball games, campfires with my dad singing his goofy Norwegian songs, the crayfish cooking over the fire in a tin can, camping out, making the trek to the outhouse early in the morning, these are all pleasant memories I have of my childhood. It turns out that my wife's family also frequented one of the resorts on the lake during those same years.

The Sanden's daughter Carolyn now owns the property on the lake and has replaced the old cabin with a beautiful home. We recently attended a reunion there with many of the old gang. Although Mr. and Mrs. Sanden have since passed away, they were there too. Us rowdy teenagers are now the adults, looking after our aging parents who were so instrumental in creating all of those good times. Funny how messing about in boat memories are the ones that are most favored.

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We arrived in Palatka, Florida on Friday morning and went to the Holiday Inn Motel which was the starting headquarters. I walked around the motel waterfront, which is made up of large stone rip rap not suitable for launching. The hotel has two piers which were already booked solid with cruisers. But alongside the north pier there is a break in the fence and slight slope to the rocks and water and had some catamarans on the grass. I quickly unloaded my canoe *Sugar* and set it right by the opening.

The cats won't mind as I will start long before they do. They have staggered starts, slow boats start first. We stay in the motel Friday night and get our race packets between 5pm and 7pm. We had to apply special self sticking race numbers on the sail. They didn't stick well, so I used sail tape to help secure the numbers. At least now I would be close to the start line for my 7:30am start. Other years I had to paddle a mile or more to get to the start area. Usually it is a dead calm at 7:30am.

I was up and out by 6:30, had to load the day's supplies in the canoe and hook up the trailer for my daughter to drive to the Rudder Club during the day. Launched about 7:00am, a light southerly wind, so I could sail out to the start line. Actually, I was the first boat over the start line. The light southerly wind seemed a good sign. But it took a half hour to get to the first mark, a high tension line that crosses the river about one mile from the start. Then fog set in and the wind shifted to NW, lighter yet. I was sneaking along the east shore so I

Mug Race 2002

By Bob Halsey

didn't need to steer by compass. But, I did have to tack out when I hit a weed bed. After a half hour the fog lifted but the wind still was very light.

We all rounded the first point heading east by north but just drifting along. Still only making 2mph or less. At the next point we headed north and I chose to sail off the west shore as the wind was a light onshore zephyr. I could see I was gaining ground on most of the fleet that was out in the middle. But still 2mph or less. The tide was still coming in until about noon, no help.

On the next leg of the river I lost my onshore breeze and just coasted along. At the next point on the west shore I saw a cruiser sailboat aground. I steered out to clear the bar. My leeboard touched bottom and swung up a little but I carried over the bar OK. I noticed a lot of the larger boats (over 60) were giving up and motoring off the course. I was almost sure I would never finish by the cutoff time so I was considering where I would pull out like, Green Cove Springs or maybe Noble Engle's house.

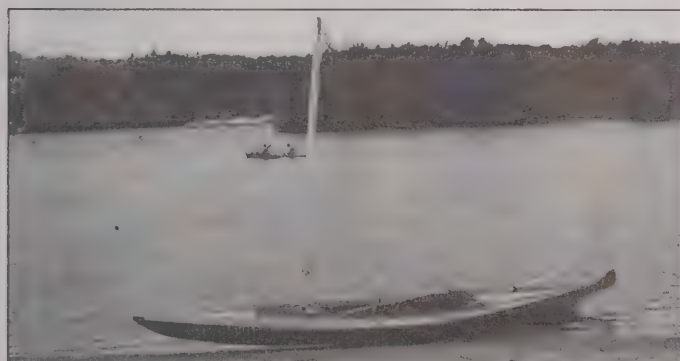

As I came in sight of the Shands bridge near Green Cove Springs, the wind picked up from the SE and I reconsidered whether to pull out. It was 4:10pm. I thought if I make the bridge by 5 I'd consider continuing. Well,

the wind increased, and I went through the bridge at 4:40. I had a chance to make it, 16 miles to go in three hours.

Now I was really moving, though the waves were getting bigger; I could surf on some of them. Noble said I passed his house about 6:10. I didn't see him but he saw me with field glasses. About 11 miles to go. Across the bay off Julington Creek I was making good time though waves were big and irregular because of the tide and wakes from commuter boats going home, sometimes a trough, then a pyramid of waves.

As I came off Mandarin Point heading for the turning buoy on the west side of the river by the I 295 bridge, the wind began to ease off a little. I knew then that I would not be able to make the finish line by closing time. I had four miles to go and it was already 7:10. I continued to the turning buoy and turned east parallel to the bridge. I could barely see the finish boat about a mile and half away. Two big boats were ahead of me, they could not finish in time either. We all kept going.

By the time I passed the middle of the bridge it was dark and the finish boat pulled up and went in. I headed in. A Park Ranger boat came along and ask if I wanted help. I said yes (after 13 hours sailing I was ready for a tow). They towed me through the bridge and west to the club area and I sailed in to the ramp. Many hands helped me and congratulated me on completing the course. But I sure would have liked to have finished on time. But at 85 years of age I have to be satisfied with doing my best.

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Fame o' the YARD

BY R.W. "Chinatown Mike" SCAGLIOTTI
 Episode 5
 lofting frame; launching Resolute

By May, my days
 of gawking were done.

Hang around this
 yard long enough
 and you will be
 put to work.



Hey, this
 wheelbarrow's
 broken!

guess
 ya gotta
 fix it!



Later, Harold's father, Charlie,
 dropped by.

It's two o'clock—
 that's too late to be
 takin' lunch!



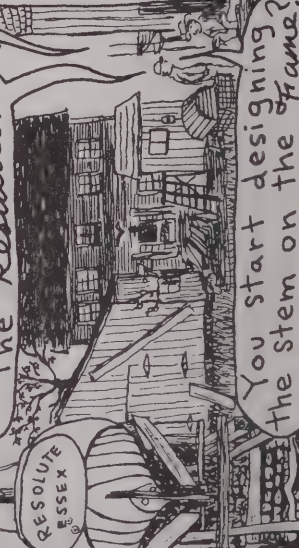
Oh—we've
 been eatin'
 these
 sandwiches
 since noon!



Charlie also builds boats
 —dories, scows, sloops.

You launchin' Resolute
 this week?

Better. She sits
 around any longer, n'
 we'll rename her
 the Residue.



You start designing?
 the stem on the frame?

What's the stem?

It's a math-
 matical brain
 teaser.



I can't
 do this.

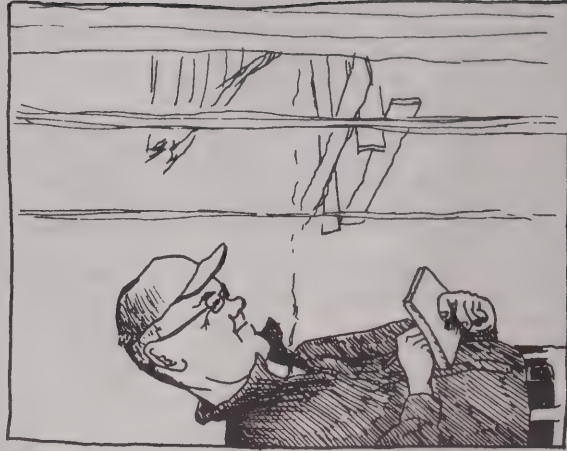
Can you do
 a broken
 wheelbarrow?

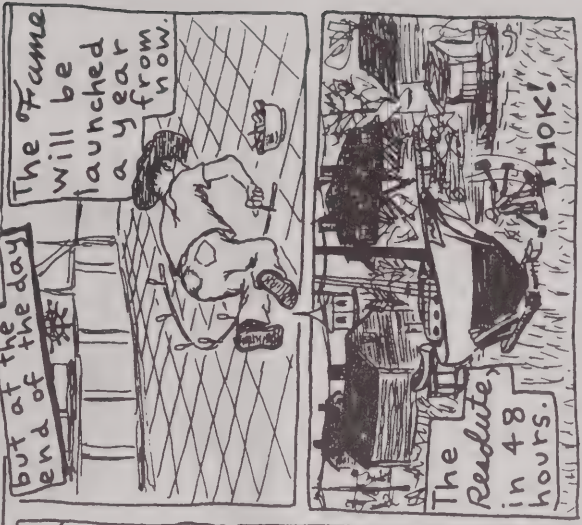
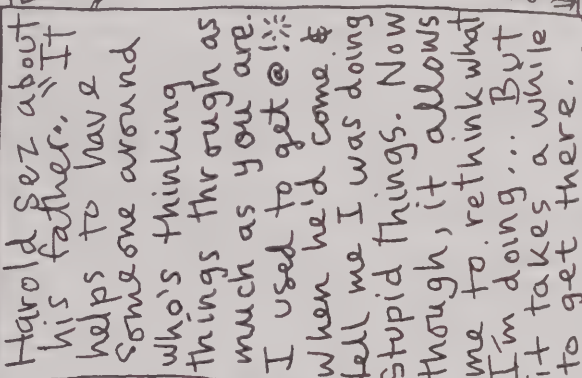
I need a
 piece of
 wood



a hefty
 supply
 of truck
 sticks

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Lofting means the boatbuilder creates a lifesize drawing of the boat's design on the floor of his barn loft. Sticks of good scrap lumber are used for measurements, not rulers or tape measure. The stem is the part of the boat's spinal cord that sticks up in front. The rabbit is a slot for biting planks & the designer's patience.

Designing the ideal small sailboat for cartopping is one of the great challenges of boat design. The trick is to get as much performance as possible in a small package. When this boat is to be used as a yacht tender, there are additional requirements for increased load capacity, as well as the ability to tow, row, and sail. With the advent of the outboard motor these requirements were joined by the demands of portable power. When I designed Scout I wanted a cartop sailboat with the characteristics of a first class yacht tender in the days before outboard motors.

The genesis of Scout came early in my small boat building career as I read and re-read L. Francis Herreshoff's, *The Common Sense of Yacht Design* (Caravan Maritime Books, Jamaica, New York 1973). In this marvelous book, Herreshoff tells how his dad (Nathaniel Herreshoff, one of the premier yacht designers of the golden age of yachting) evolved a superior yacht tender for his wealthy clients. Prior to 1890, Capt Nat had used the Whitehall boat as his inspiration for an ideal yacht tender. He then introduced the Coquina model which still had the plumb bow of the whitehall but had a modified transom and rocker in the keel. There are at least five replicas of the Coquina Model that have been built and more are being contemplated.

Soon after 1900 he introduced a new model with a modified stem when he designed a racing boat for the deck of the America's Cup boat, *Columbia* which came to be called the Columbia Lifeboat Model. L. Francis felt that this was the "best model for a tender I have ever seen". While the first tenders built to this design were almost twice Scout's size, as the 20th Century progressed, the demand grew for smaller and smaller boats. Capt Nat modeled over ten different boats after this design but never strayed far from the original concept.

For more information about the Herreshoff tenders and how they were built read: *Building the Herreshoff Dinghy*, by Barry Thomas, Mystic Seaport, Inc. 1977, Mystic Connecticut. For more information

My Favorite Things Scout, a Superior Cartop Sailboat



about the amazing Herreshoff family read: *The Boatbuilders of Bristol* by Samuel Carter III, Doubleday & Company, Garden City, New York 1970.

If someone was to attempt to design a superior small boat, they couldn't go wrong using this model. Many of the tenders that it replaced had the plumb stems, straight keels, and tucked up wineglass transoms of the Whitehall boats that were the standard for the small rowing and sailing boats in the 19th Century. The plumb stem gave the longest water line for the length. This contributed to hull speed. The straight keels gave good directional stability and the tucked up wineglass transoms insured a double ended waterline for easy movement through the water while still giving reserve buoyancy in a following sea.

The drawbacks of these design elements are that the plumb stem and tucked transoms mean severe twists in the planks in the ends of the boat making for increased complexity for the builder. The straight keel and plumb stem can lead to broaching when running down a wave. First the deep forefoot catches the back of the next wave and twists the bow over. Then the straight keel drives the boat across the wave threatening a loss of control. If the boat is under tow it will drive off to the side jerking violently as it reaches the end of the tow line.

The Columbia Lifeboat Model eliminates this problem with its reaching stem which has a full, rounded off forefoot with buoyancy forward making the bow rise over the back of the next wave causing the boat to fall back off the wave when towed. The increased rocker of this model with the absence of a deep keel allows the boat to maneuver and track while towing, rowing, and sailing. This is reminiscent of the stem shape of the New Bedford whaleboat which

was developed to operate in open waters and may well have been a source of inspiration for this model. Another influence might have been the surf boats used by the life saving services of the period. These boats also show the influence of the whaleboats.

Intrigued and wanting to learn more about the Herreshoff tenders, I wrote to the curator of the Hart Museum at MIT and asked him to send me some representative drawings. The Hart Museum has many of the records of the Herreshoff Manufacturing Company which continued building boats under the management of the Haffenreffer family until its demise in 1948. I was curious about the construction plans of these boats as I had heard that there were unique details that were characteristic of the Herreshoff boats.

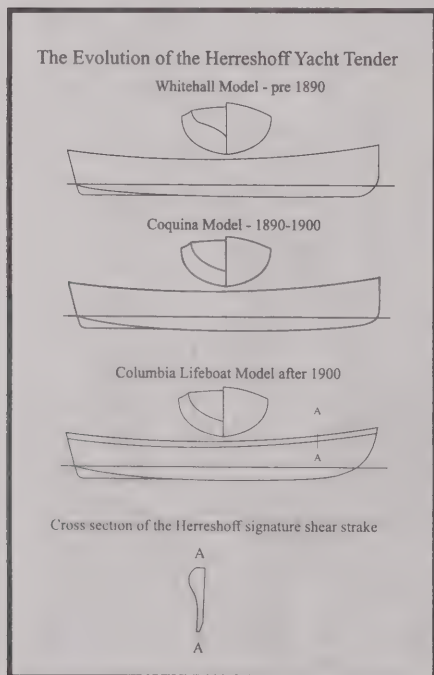
For more information about the Herreshoff collection at the Hart Nautical Museum at MIT, contact Kurt Hasselbalch, curator, Hart Nautical Collections, MIT Museum, (N52 2nd floor), 265 Massachusetts Ave, Cambridge, MA 02139 or <kurt@MIT.edu>

What I received in the mail were some beautiful construction drawings. I was struck by the light weight of the scantlings. Lapstrake plank in a 17' boat was only 5/16" thick. The hardwood sheer strake on all of the Herreshoff built small craft had a molded in guard (see the illustration). This was the Herreshoff signature detail. Aside from the details, the drawings also gave me an idea of the profile, midsection, and transom shape of several iterations of the Columbia Lifeboat Model. With this information I was able to work up a set of lines that were reminiscent of the original concept. I did not intend to make a replica, but instead hope to incorporate some of the best qualities of this design. In 1995 I finally had the time to build Scout.

Building Scout was a dream. Everything about the shape of this boat is logical making lofting simple. Planking this boat is straightforward as the runs are fair and without the severe twisting that is found in plumb stem designs. Launch day was a blustery 15 plus knots and Scout was a complete success. She stood up to the wind and sped across the bay as if pulled by a string. As designed she is 9' 3" x 4' 1" x 18" deep and carries 41 square feet of 4oz Dacron sail. She weighs 85lbs. Her planking is lapstrake of 5/16" western red cedar with 3/4" x 1/2" white oak frames. Her transom and stem are old growth fir with a keel batten and outer stem of white oak.

I used a daggerboard for this boat as I feel it is the simplest to construct, the lightest, with the least intrusion into the crew space. In a small boat this is critical as it is important for the crew to be able to move forward and aft in order to improve performance to weather and when running before the wind. Another touch is the removable stern seat which also maximizes the crew space. I added extra ceiling in the crew area to protect the planking from damage from the shifting crew. I chose a rig used by the New Haven Sharpie. This is a triangular sail with a sprit boom holding out the clew. This is a simple and efficient rig which holds the sprit above the head of the crew when coming about.

To my way of thinking a cartopper shouldn't be much over 100lbs. To keep the weight down while not sacrificing strength, I



use lightweight materials wherever possible. I use oak only where there is a need for its toughness and/or its ability to hold fastenings. I use oak for the keel batten, keel, frames, and for the outer stem. For knees, transoms, and stems, I use Honduras mahogany and where practical, fir, instead of oak. I never use teak and use a lightweight wood such as western red cedar for planking, thwarts, and floorboards.

My favorite addition to the guard rail for small boats is a three strand nylon rope. This is attached to the rail to protect the boat from damage. I prefer this arrangement to the store bought rail fenders as it is simple, good looking, and inexpensive. This last is important if the boat is to see any use as it may become necessary to replace the rope occasionally. The rope is attached easily by driving a stainless steel self tapping screw between the outer strands of the rope and through the bottom strand.

Then the line is pulled taught and another screw is added about a foot further on. I whip the ends of the line and install it into a routed cove in the rail. In my opinion this type of rail fender is a marked improvement over the store bought rail covers made of canvas or nylon. These covers are pricy. On even the smallest boats the cost of these guards can be well over \$100. In my experience they are subject to chafe and wear which is unsightly. Minor chafe in the three strand rope is patched with a soldering gun.

I loved this little boat, and spend many an afternoon sailing in the small bay in front of my house. But soon, my publisher, *WoodenBoat* Books, was talking with me about doing a book on building a Whitehall type design so I turned my interest to designing and building the new boat, the Catherine. With a new boat and a book demanding my time, it seemed like a good idea to sell Scout. When she was gone, she left a space and a twinge of regret. I promised myself that I would replace her should the opportunity appear.

Plans for the Scout are available from me. If anyone is interested in my boatbuilding classes from the Center for Wooden boats feel free to contact me. During 2003 we will be building lapstrake and carvel boats as well as some great skiffs. There are also classes on lofting, marine carving, oar making, half models, and tool making.

Richard Kolin, 4107 77th Pl NW, Marysville, WA 98271, <kolinl@gte.net>

(Richard Kolin has been building small boats for over 30 years and has been teaching boat building for 25. He is the author of the two books in the Traditional Boatbuilding Made Easy series published by *WoodenBoat* Books, *Traditional Boat Boatbuilding Made Easy Building Catherine* (building a 14' Whitehall type lapstrake boat for oar and sail) and *Traditional Boatbuilding Made Easy Building Heidi*. (a first class little 12' skiff).

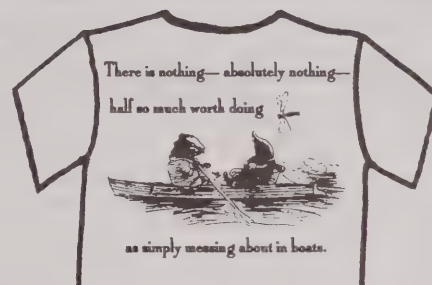


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says the Lord"**
(Milachi 3:6)

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The Hadden Outrigger Stabilization System (HOSS)

By John Hadden

The Klepper double kayak I bought second hand in 1963 saw action in the '60s off Haiti, in the eastern Mediterranean, the Red Sea, and on Lake Tiberias. The sail configuration was unsatisfactory later back home in Maine, I always seemed to capsize. So I became interested in some sort of outriggers and investigated the Balogh Outrigger Stabilization System (BOSS) but found it to be too costly for my limited means. I therefore designed and manufactured my own system just for my own use, which I have designated the Hadden Outrigger Stabilization System (HOSS)! Total cost came to \$51.

I found that sailing close to the wind even on a windy day that the leeward float did not submerge enough to cause any significant drag. My capsize experiences are over!



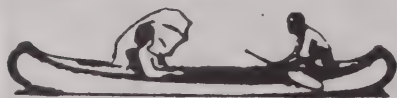
The setup afloat, ready for testing: Each float is comprised of two lobster pot buoys mounted on a 32" closet pole spine clamped to wooden brackets with large hose clamps. The brackets are mounted on each end of a 9' aluminum pole which is in turn clamped to the cockpit rims by a 1-1/2" piece of oak with stainless bolts and wingnuts. The ends of the oak beneath the cockpit rims are padded.

Under sail with adult and small boy (son and grandson). No jib as this was a windy day on Casco Bay.



First attempt at test, heavy captain could not put float under water by leaning far out.

Under sail with heavier crew, captain and first mate. Both of us leaning too leeward could not put float under.



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Jozebote2

High Performance, Low Price

By Joe Reisner

In the case of most deep water kayaks, paddling quality and cost are tradeoffs. But Jozebote2's inherent flat bottomed, hard chine style combine to create a swift, stable, seaworthy boat that virtually anyone with minimum tools and a pair of sawhorses can build (and do it beautifully!) for less than \$175, as the prototype was in Summer, 2002.

Like the original Jozebote, introduced in 1999 and currently being enjoyed in 27 states and two provinces, Jozebote2 is 15' 9" long. But she has a slimmer beam of 26" and bottom width of 21". The resultant flare gives the long, thin hull a greater degree of stability than most conventional kayaks provide. There is no compromise with buoyancy or seakeeping, however. Jozebote2 carries up to 210lbs with designed waterline at 3". A high bow and forward deck arch keep the 41" cockpit dry and comfortable. A small skeg assures straight tracking under all conditions of wind and water.

Jozebote2 was designed for the simplest construction. Two laminated plywood frames are prefabricated, then the side planks bent around them. Chine logs add beef where the sides and bottom come together. A full length rubrail and cockpit inrail give the hull great rigidity with minimum added weight. There is no glass, resin or epoxy required, nor any stitching.

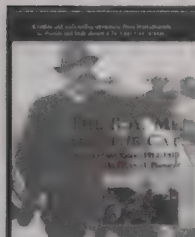


Most building components are available at local lumber and hardware stores. Those that aren't come from mail order sources with toll free numbers provided in the instruction/plan sets. Specified plywood is 3/16" lauan underlayment. Dimension lumber is clear fir or pine. The decks are almost weightless Dacron aircraft fabric, finished with ordinary oil based enamel paint.

Designed and written on the assumption that the builder is a first timer (with apologies

to the experienced), the instruction/plan sets move the boat from one numbered step to the next. There is no lofting, no need for molds or a strongback, no steam bending, no difficult woodworking. Final weight, depending on choice of paints and finishes, is normally about 48lbs.

Instruction/plan sets are available for \$20 (US) postpaid from Joe Reisner, 9600 Seventeen Mile Road, Marshall, MI 49068, (269) 781 6974.



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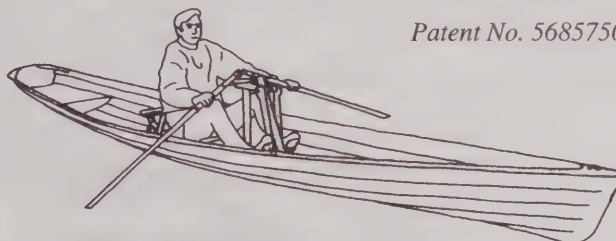
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Last issue we briefly discussed the sudden impetus for a review and revision of Design #576 Loose Moose II. And on the list of alterations/upgrades discussed, we had progressed through item 3.

Upgrades:

1. Upgrade to her impact resistance, insulation values, and positive buoyancy.

2. Upgrade to her long range cruiser load carrying capacity with a soft nose bow applique.

3. Upgrade to her off shore crew safety/convenience with direct access of cockpit from cabin by shifting around her interior layout, and adding a hard dodger with solid transparencies.

4. Upgrade her crew protection on deck with cockpit railing, serious but well protected mast base and ground tackle handling from within widened mast heel well with door access into well.

5. On deck storage of Brick like 8'x4' dinghy/power yawlboat, (possibly with 6'6" x 3'3" Tortoise nested within/under it), with boom launching geometry.

6. On deck corral for reliable quick storage of fenders, boathooks, lines, surrounding the dinghy storage location, particularly handy in the canals and rivers where fenders must both be reliably accessible at moment's notice while neatly stowed in a predictable location.

Bolger on Design

Loose Moose II *Le Cabotin Upgrade*

Design #576

Part 2

7. Enhanced ventilation with Wiley Windows in forward hatch dome and main trunk, plus rain proof companionway hatch opening, the latter for instant ventilation of head/shower and galley, with fresh air from forward face of trunk pushed through compartment and then out into cockpit dodger.

8. Enhanced ergonomics below by moving office/optional private cabin forward, allowing four (to six) berth layout with galley and head in between. Plus rearranged aft area with transverse master queen sized berth behind free standing conventional companionway ladder.

9. 96 US gals of water tankage, approx. 80 gals of holding tankage, and 700ah of batteries.

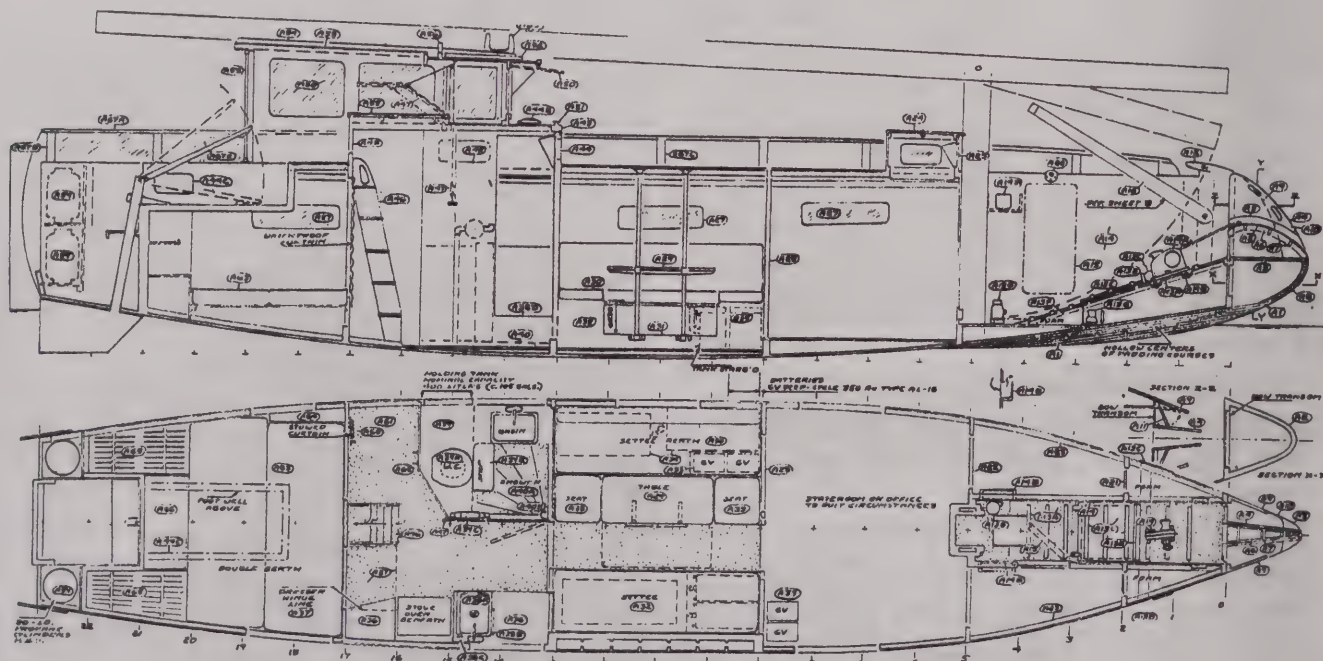
10. Miscellaneous details such as cargo hatch under dinghy, two or four 20lbs propane bottle self draining storage at her stern, and bow ladder in her soft nose for easier beach access or nose first drop off/pick up of crew from tightly packed floats and piers.

Now, upon review of it once more, we'll discuss the details for the rest of the list.

4. Upgrade her crew protection on deck with cockpit railing and widened mast heel well with door access into well for safe fore deck and ground tackle work.

Once the house is on the design, running a rail of 3 layers of leftover 1/2" x 3 4" ply pieces around behind it seems sensible safety, along with the convenience to have yet another horizontal bar to suspend fenders from. Run the rail across her transom in one or several pieces in a way reflecting your decisions about using the rear left and right vertical stowage volumes, with or without a gate/folding section to ease ascent from the dinghy across her stern (also see Chapter 10).

We widened the mastwell significantly. You can use what you already have built by putting together a second perimeter frame to transfer to the vertical ply wall from the current narrow well location. We did this, not being able to remember why the original one had been so narrow as to preclude physical access to it, without resorting to carefully



placed access hatches, which may still not satisfy to reach every corner necessary either during construction, daily use with things resisting boat hook retrieval, or eventual upkeep and repair. Thus we made it wide enough to allow a person standing in it, entering the well from the bow along the slope running down aft towards the mast heel and mast lock, or by using a forward hinged access door big enough with 50cm x 105cm for a person to step through it from the starboard stowage volume.

The point is to gain access to the mast lock, the anchor gear, and any mast/tabernacle based lines without having to go on deck. It could also save having to build a man sized hatch in the forward cabin, instead of just a skylight dome with smaller Wiley window ventilation openings on four sides; without such a hatch, placement of cabin interior is rather free of rain and spray related drip.

Ground tackle work is important in every cruising area. Most salt water cruising will allow some give to either sail yourself out of trouble near rocks, planning not to be on a lee shore in an oncoming blow, or just drifting to catch your breath in a pinch. But being able to very quickly drop and control a heavy anchor is perhaps most important in riverine work where putting on the brakes would be vital in a narrow channel with possibly significant current and unpredictable eddies, between 2000 ton commercial vessels and bridges after your motor has stopped running.

This ground tackle solution here is both radical, simple, robust, effective, and safe:

For your itinerary we'd argue hard for the venerable and costly Simpson Lawrence Seatiger 555 two speed manual winch (shown on plans), which will recover any size anchor you're going to carry, in low gear able to lift some entanglements along with your storm anchor, able to give a serious try at panicky winching her off a sand bank before either tide or spring flood(!) leaves you high and dry for a day or a year! Ours has been outside on the boat, uncovered, for 24 years now, and it still works pulling chain and rope of our two 75lb CQRs (*Resolution* weighs 31,000lbs).

Chain would drop into the compartment below the winch, while line could be stored in bights hanging off her mast well sides, or coiled on a big but narrow reel, all still to clear the mast/heel travel. The point is to stand securely while being able to safely put all your power into the winch handle without risk of losing balance when recovering gear in storm conditions or just heavy commercial traffic wakes.

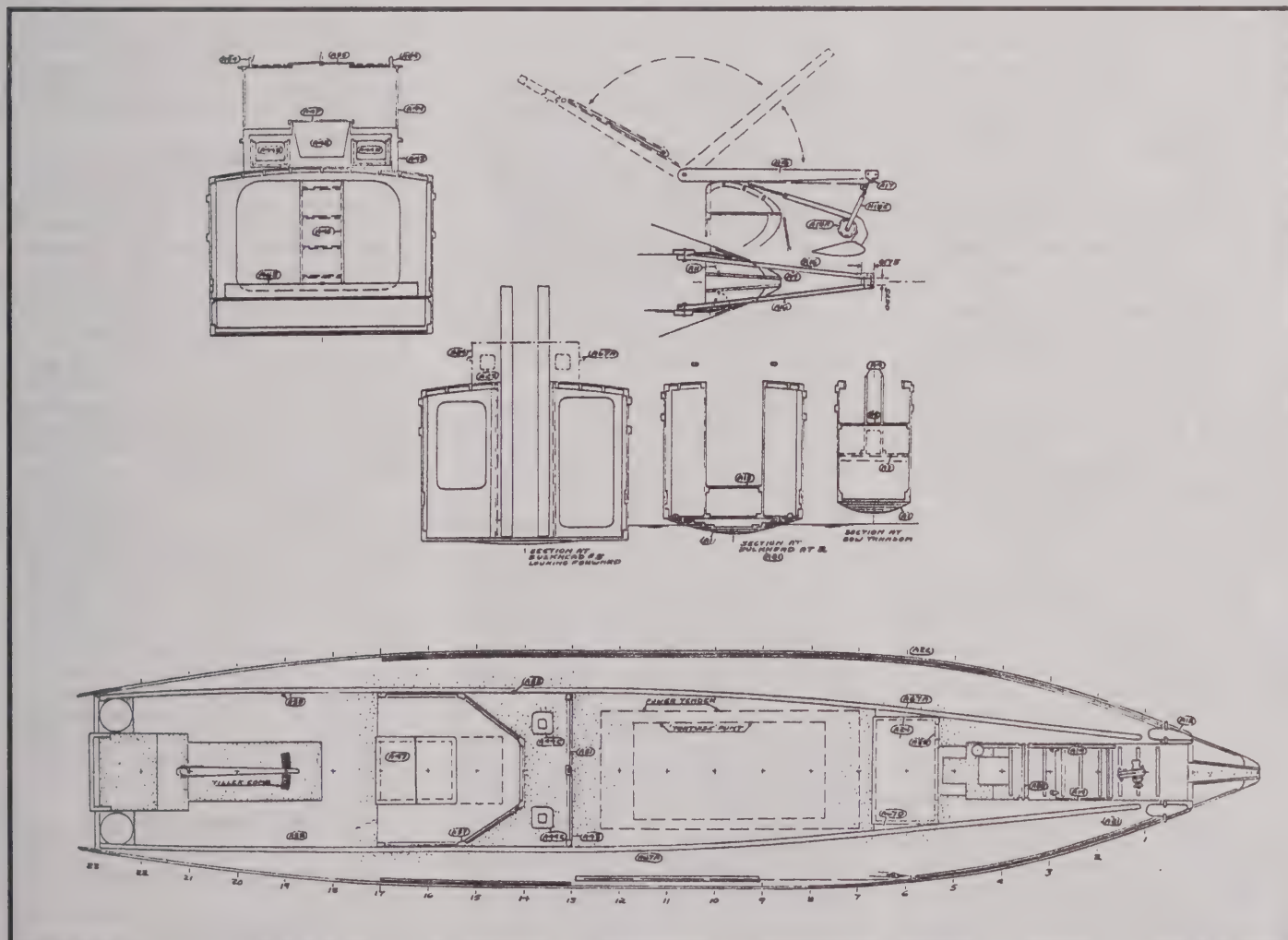
Centerline stainless and UHMW lined chain chute puts storm loads on anchorage low and most forward point of boat for least chafe, least veering around of (cat)boat. The A frame allows retrieval of 50+lb Danforth storm anchor with its sprawling stock and shank without doing damage to your bow. Ditto for plows, spades, fisherman, etc. The

retrieval sequence is shown in small scale on plans:

In an average anchoring situation the anchor retriever would hang slack below the hull either off the deployed A frame, or run out further from resting A frame. During the last feet of anchor chain retrieval, markers on chain, you would halt winch action to initiate forward motion under sail or power with anchor dragging under her bow to allow preliminary (hopefully comprehensive) rinsing off of mud caked to the anchor. Then you would set up on the anchor retriever to pull chain away from bow's chain chute to dramatically reduce bow damage potential from emerging anchor.

With anchor captive in anchor retriever, winching up the chain/anchor until shank is pulled up and over the 6" UHMW sheave, with the shank ending up pulled aft/horizontally, the flukes hanging downwards facing aft with their tips, all without the anchor touching the bow anywhere! Then the A frame is pulled up and over dead center to be let descend into its resting position, with the anchor resting on A frame legs and captive by anchor retriever.

With A frame held in vertical position anchor can be lowered into mast heel well for inspection, further cleansing, or exchange for a different or lighter type to match varying bottom conditions. A frame might be useful for other types of mild salvage, hanging a boarding ladder/plank off her bow to beach



or pier (would depend), and should be handy to grab during ascent over bow from beach, pier, or dinghy, the latter if you are using the dinghy for local exploration/duty and the mothership is moored stern to as practiced in ports of certain parts of the world.

We would mount a standard float switch activated bilge pump at the lowest point of the mast heel well to eject rain and spray water; with the two small doors closed we would not expect to find green water in it. For worst case scenario, two 2" drains 18" above the waterline could be routed through port and starboard stowage volumes to allow rare case green water deluge to gravity drain overboard with the rest being pumped electrically.

Finally, it would be possible to mount a two piece hatch on both sides of the well blocking most rain, spray and green water from entering in serious quantities to begin with, typically closed by gravity and a simple toggle under it, hinged left and right with the hinge axis running fore and aft, interlocking in the middle, and openable from top and bottom, depending which way you are coming. Forward it would rest on the central bow ridge on top of the ridge transverse support. Aft a cleat on the mast forward face would support it there. We'd sail her for a while without that cover to see whether it is warranted at all.

5. On deck storage of Brick like 9' x 4' dinghy/power yawlboat, (possibly with 6'6" x 3'3" Tortoise nested within/under it), seems preferable to parbuckling solution both while offshore and in tight freshwater such as canals and locks. Having moved the cabin trunk aft one 2m bay, now a longer foredeck space has opened up allowing carrying even an outboard powered yawlboat, should going upriver to get supplies or if rowing against the tide be too much for the arms in a short rowing dinghy... We'll/you'll check to get the most HP for the least weight as conservative heavier outboard design is irrelevant here, as you would not put many hours on the little unit every year; 6hp should plane it outright with one person and light gear... Look for instance at Mercury 53lbs 6hp 4 stroke for steady progress with mothership fuel.

There is at least one way of launching/dt: Hung off the main boom straight fore and aft, swung out off the hull until in the water to then pay out the rear lanyard to allow the boat to straighten out under wind or current from forward, to then be boarded either over the mothership's bow or transom, or removeable side ladder. Whether launch with one crew in boat is doable depends on trial and gear... Not shown in the rush here, is the option of a second dedicated boom.

6. On deck corral for reliable quick storage of fenders, boathooks, lines, surrounding the dinghy storage location, particularly handy in the canals and rivers where fenders must both be reliably accessible at moment's notice while neatly stowed in a predictable location. From the stern, from where it runs forward to the house as a railing, past it as a moulding, as a rail again this functional and style element forms the corral to end as a moulding again alongside the forward hatch dome. Whether you'd add horizontal rails in way of the corral as a further constraint against fenders sliding off, or whether you follow the example of the rail right abaft the house where it is connected

to the deck by a 1/4" of Lexan/polycarbonate clear plastic transparency is up to you.

We've experienced the utility of the Lexan solution as it looks light in profile but won't allow even smaller items to slide sideways and into the water while heeling under sail. At any rate, bookhooks, oars, dinghy sailing rig spars, etc. plus the aforementioned fenders and lines would all find a safe spot while the boat is in use. When the boat is left alone, we'd store the smaller items below while locking for instance the fenders to the deck in the corral with a steel cable and padlock combination; hooking the dinghy into this loop might not be a bad idea either.

7. Enhanced ventilation with Wiley Windows in forward hatch dome and main trunk, plus rain proof companionway hatch opening, the latter for instant ventilation of head/shower and galley, with fresh air from forward face of trunk pushed through compartment and then out into cockpit dodger all seem highly desirable for full time living aboard. Again, the basic principles are quite straightforward, with some detail solutions up to your preferences.

With the new bow eliminating the bow intakes for fresh air below, we've moved them to the after end of the mast heel well in which wind over the bow should generate pressure as it hits the tabernacle and mast obstacles to its flow, which can then be tapped into with two baffled vents in the upper corner from where the air would enter the stowage volume and then the cabin.

Also the forward hatch dome with its 2' long by 4' wide footprint allows various Wiley' Window solutions to get four directional entry and exhaust of air, particularly useful in a marina where the boat can't move with the wind. We'd prefer a solid hatch top to reduce sun heat inside the forward cabin while allowing ample light and air through the windows all around. Obviously the side windows should be securely locked before setting sail, even in seemingly protected water. Any knockdown with open windows in her sides even this far up and inwards seems an unnecessary risk to take; this is why the trunk aft has no opening windows in her sides but rather in her front set in further.

8. Enhanced ergonomics below by moving office/optional private cabin forward, allowing four (to six) berth layout with galley and head in between, along with the rearranged aft area with transverse master Queen sized berth behind free standing conventional companionway ladder seem more suitable to the cabin trunk to cockpit connection. With the transverse master berth there is no more floorspace lost to any other purpose as there was before running aft alongside the master berth. And sleeping transverse in port is perfectly doable and not at all unusual. After all, the seaberths are now more suitably closer to the likely axis of motion (rather than closer to the bow as before) allowing good sleeping sessions for the off watch, undisturbed by anyone making snacks during their watch, using the head, or changing clothes.

As a matter of daily living, the only unfortunate side effect is that to starboard there is no direct view from the saloon, with the massive bilge board case blocking it. This requires peering at an angle through the galley

counter window and through the forward cabin windows, assuming a door would not be in the way there. And if you are really curious, you'll have stick your head out of the companionway for a thorough 360 degree visual sweep of the waters around you. On the other hand, privacy is not a bad thing either, and after extended looking at the sea, coastline, river towns and canal banks, resting your eyes below may not be a bad idea. Again, how you use the forward cabin is obviously up to you, be it for work with, for instance, a small workbench on one side and pursers desk on the other, or to offer guests some private quarters; perhaps your master berth will go forward for more headroom overhead and somewhat more storage below.

9. Added water and holding tanks, and battery capacities are clearly in keeping with your proposed itinerary. Crossing the Atlantic is safer and healthier if freshwater supply is ample and reliable. And inland cruising in eastern European waters with much fewer infrastructural concessions to pleasure craft would imply the need to be able to take on good water to cover extended stretches when either quality or availability are in doubt. You do not want to suffer "Trotsky's Revenge"...

For extended cruising in inland waters holding tanks are prudent in general, and in certain countries legally required! The port to starboard distribution comes from use patterns. Since port consumption in the head from personal hygiene sessions over sink and shower pan will be quantitatively larger, we have located 70 gallons in two FDA approved plastic potable water tanks under the port saloon settee with the assumption that its consumption means moving that significant water weight aft a few feet into the 70 gallons (useable) holding tank retaining her athwartship trim.

The further assumption of the don't look down toilet/holding tank is that the grey water from personal hygiene is used to help liquify feces along with urine to keep matters pumpable, eliminating the need for chemicals, flushing waste of precious water, and associated plumbing complexity, a very simple, safe, cheap, and reliable approach, assuming you install a well gasketed lid for bouncing and heeling along under sail, and a switched smell extraction fan, \$5 used computer fan, drawing from the top inside of the tank, keeping gases from even leaving the tank and thus keeping personal sessions from intruding into the rest of *Le Cabotin's* cabin.

The final assumption is that when you are ready to take on water you are likely able to also have a pump out during your brief stop over at the marina, replacing the bad weight with fresh water weight, still keeping her athwartship trim. Thus there is one pump out hand pump mounted in the head, plumbed across the boat to empty into the bilge board case well above waterline, for safe and inconspicuous disposal. Commercial pumping out would be conducted with the suction hose run through through the Wiley Window forward (pane removed) and straight down through the lid into the bottom of the holding tank.

The starboard consumption is all galley use. Thus the 26 gallons of freshwater available there should suffice for a while, allowing even to have dubious water to port for body surface use while carefully screened drinking water only would be put into the

starboard system. The small 13 gallon holding tank under the sink is meant for daily galley convenience, to be periodically pumped across into the big holding tank by a small hand pump mounted over the galley work surface. Trim changes on the level of 20+ gallons from starboard to port are considered of little relevance here.

Adding a moderate sized heavy duty deep cycle battery capacity on a boat without gen set and very modest alternator power seems a necessity on this light liveaboard. We show four 6v/350ah batteries (rated at up to 1000 cycles) combined into twins for 2x12v/350ah (700ah total) house banks. This should allow sitting for many days just drawing juice for anchor light, music/comm. radio, fluorescent (or diode) galley and reading lighting, with modest use of microwave.

With two 60w solar panels integrated into her doghouse roof, each can be trickle charged continuously. Motoring sessions would see a manual switch and gauge observation to recharge one battery bank at a time. Two 300/400w windmills seem possible on the foredeck for continuous charging as well.

And while you stop once every week or two to take luxurious showers, do the laundry, conduct extended reprovisioning, you can plug in a 2 bank 40+amp Smart Charger (Statpower for instance) for fast charging and maximize the value of the marina fee. Going lighter on the batteries seems imprudent as being able to store more energy seems particularly important on a lighter cruiser

where recharging rate is light and variable. Store everything you can get when it's available!

For travel in shipping lanes, and in areas of frequent fog, carrying a small radar on a pole abaft the cockpit seems good insurance if you have the stored juice to power it periodically to both look around and, more importantly, to be seen, as your radar beam will be noticed on fast commercial transports' radar screens, setting off their proximity alarms if too close or on a collision course. They are affordable enough to warrant the addition to the budget. In between active radar sessions, you would use one two affordable automotive type passive radar detectors that would alert you being painted by someone's radar, prompting you to visually confirm that vessel's location and course and/or to fire up your radar to be seen; even 40' plywood boats don't show well on other radar...

10. Miscellaneous: Behind and outside her master clothes lockers aft there would be room for vertical stowage (w/one hooked up at a time) of two to four 20lb propane bottles in self draining storage just ahead of her transom corners. One further option is to reserve one side for a reasonably comfortable steep stair up to the cockpit for unloading or/egress from dinghy.

The Bow ladder in her soft nose for easier beach access or nose first drop off/pick up of crew from tight spots left open on floats and piers is part of her nose job, an option to include or not. Inclusion seems comparatively easy as the chain chute in the center of the

nose leaves room either side to slide a foot into. Notice and include the simple forward opening door flaps to keep steeper chop from entering the mast heel well too early.

Upgraded LM2 plans on sheets are available from us for US \$500 to build one boat. Phil Bolger & Friends, Inc., P.O. Box 1209, Gloucester, MA 01930-1627, fax (978) 282-1349.

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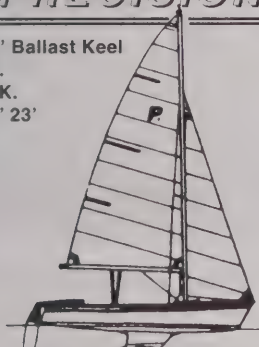
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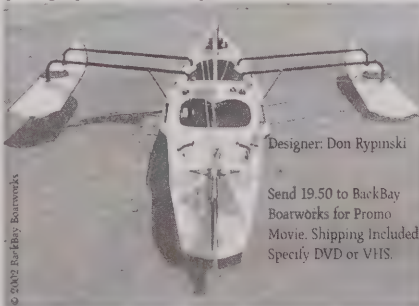
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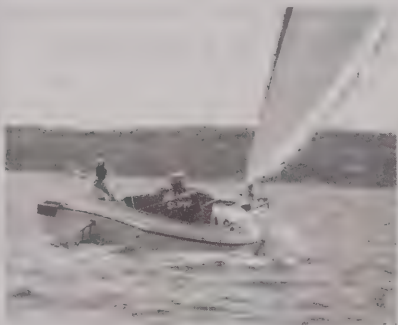
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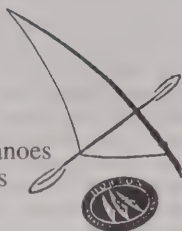
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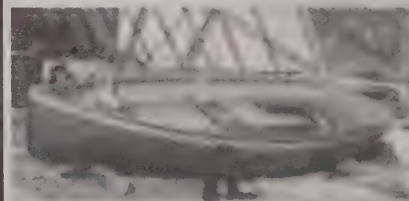
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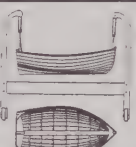
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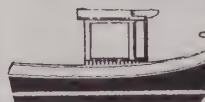
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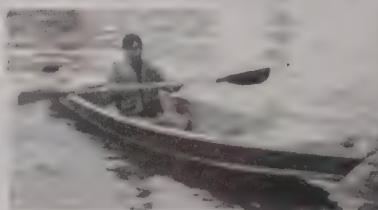
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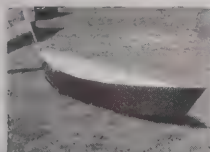
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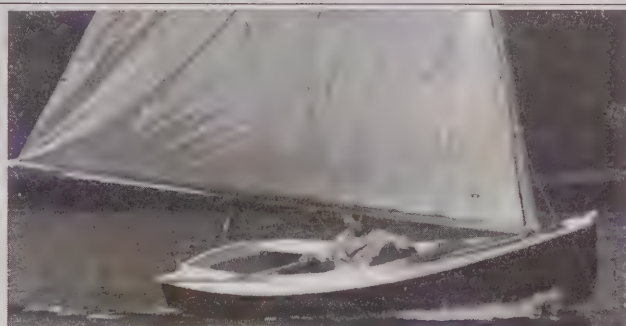
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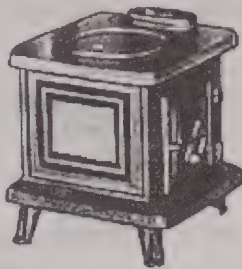
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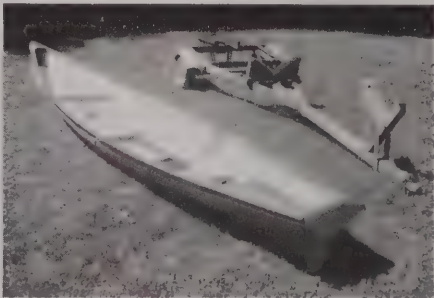
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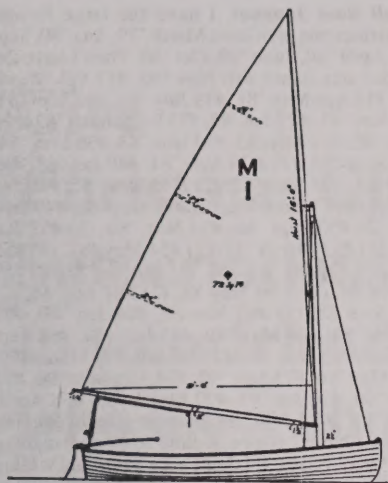
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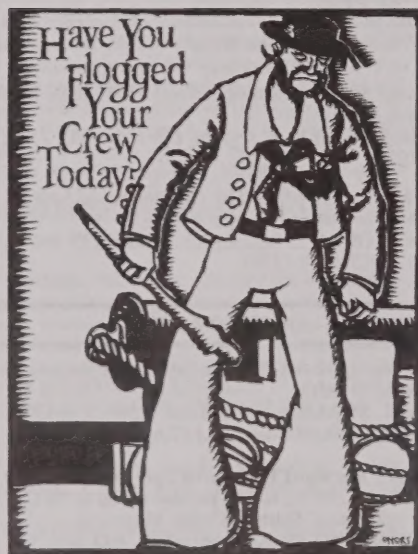
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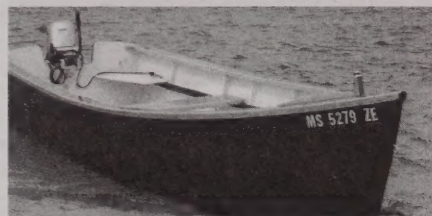
WESTON FARMER ASSOCIATES, 18972 Azure Rd., Wayzata, MN 55391 (TF)

"Sleeper", 7' 10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3.

EPOCH PRESS, 186 Almonte Blvd., Mill Valley, CA 94941 (TFP)

Row to Alaska by Wind & Oar... Change address to: Nancy M. Ashenfelter, 2601 Creekside Ln., Anacortes, WA 98221 (TF)

MAIB, several years worth. Free, no delivery, no mailing, call me and come by & take them. KARL ANIS, 271 Main St., Catskill, NY, (518) 943-9299. (16)



New Design! Tape seam skiff built w/lines taken from a Westport work skiff. 17' 10" x 6' 3" lt wt, strong & easy on the eyes. Building Plans \$75, Visa/MC JERRY MATHIEU, CUSTOM SKIFFS, Box 3023, Westport, MA, 02790, (508) 679-5050, (508) 636-8020 (OIP)

BOAT PLANS & KITS - WWW.GLEN-L.COM: Customer photos. **FREE** how-to information, online catalog. Or send \$9.95 for 216-PAGE DESIGN BOOK, includes **FREE** Supplies catalog. Over 240 proven designs, 7'-55". "How To Use Epoxy" Manual \$2.00. GLEN-L, Box 1804/MA2, 9152 Rosecrans, Bellflower, CA 90707-1804, 562-630-6258, www.Glen-L.com (TFP)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet. DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)



Nutmeg (aka \$200 Sailboat), Bolger design, 15' 6" x 4' 6". Plans w/compl directions. \$20. DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411, <davecarnell@att.net> (TFP)

Small Boat Journal, I have the large format magazines, the pilot issue March '79, Aug '80, Sept '80, April '80, June '80, Oct '80. Then I have the regular size issues #16 Nov '80, #17 Feb/March '81, #18 Apr/May '81, #19 July '81, #90 Sept '81, #21 Nov '81, #22 Jan '82, #23 Feb/March '82, #24 May '82, #31 July '83, #33 Nov '83, #36 May '84, #38 Sept '84, (2) #39 Nov '84, #40 Jan '85, #43 July '85, #44 Sept '85, (2) #45 Nov '85, #46 Jan '86, (2) #47 March '86, (2) #48 May '86, #49 July '86, (2) #50 Sept '86, #51 Nov '86, (3) #52 Jan '87, (3) #53 March '87, (2) #54 May '87, (2) #55 July '87, (2) #56 Sept '87, (3) #58 Jan '88, (2) #59 March 88, (2) #60 May 88, (2) #61 July 88, (2) #62 Sept 88, (3) #63 Nov 88, #64 Jan '89, #65 March '89, #66 May '89, #67 July '89, #68 Sept '89, two #69 Nov '89, #70 Jan '90, #71 March '90, #72 May '90, #73 July '90, #74 Aug/Sept '90, #75 Nov '90, #76 Jan '91, #77 March '91, #78 April/May '91, #79 July '91. Then it goes to **Boating World**. I have 2 issues. Asking \$100 plus mailing cost for all issues. If I don't get a buyer, am willing to sell separate issues for \$5 each plus mailing cost. please call

RON LACASSE, Fairhaven, MA, (508) 996 0303. (15)

Hard to Find Small Boat Magazines: Before I toss these out, perhaps someone might find the following of interest: **Small Boat Journal**, Pilot Issue March '79. \$10. Vol 1 No. 3, October '79, Vol 2 No.1 August '80, Vol 2 No.2 September '80. All orig wide format. \$5 each. The following are offered at \$2 ea postpaid to introduce you to something different: **Watercraft**, superb glossy British bi-monthly. **Mains'l Haul**, "A Journal of Pacific Maritime History" (3 issues). **Maritime Life & Traditions**, English language glossy French publication offered by **WoodenBoat**. **Living Aboard**, journal for those who do (4 issues). **The Gazette Annual 2000**, Antique Boat Museums beautifully done old timey historical journal. **Maine Boats & Harbors**, Uncle Pete Spectre now editor. **Boat Design Quarterly**, Mike O'Briens' journal of classic designs. **Professional Mariner** (2 issues). **American Ship Review 2001-2002** by **Professional Mariner**. **American Ship Review 2002-2003** by **Professional Mariner**. **American Tugboat Review 2002** by **Professional Mariner**. **Boats & Gear**, Glossy Spring 1990 Pilot (& only) issue from the Taunton Press, publishers of *Fine Woodworking* et al. **Sea History**, journal of the National Maritime Historical Society. **Waterways World**, British canal boating glossy, September 2001. **Open Water Rowing**, Issues No.34 & 36. All prices cover postage & handling. Call to make sure titles you want are still available. BOB HICKS, Wenham, MA, (978) 774-0906, 6-9pm best. (8)

BOOKS & PLANS WANTED

Good Old Boat, back issues. KEN PAGANS, Corpus Christi, TX, <grove777@aol.com> (16)
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MARINE RELATED ITEMS FOR SALE

"Shooters Island" Information, photos, films, tapes, magazine articles, maps, charts, etc., anything dealing with "Shooters Island" and the abandoned ships in the Kill van Kull, both New York & New Jersey shores. MATTEO AUGUGLIARO, 4600 Fish Rd., Smith Creek, MI 48074, <gerrimatt@iwar.net> (16)

Free Acrylic Painting of Your Boat, will still do free pictures of your boat but \$50 for 9" x 12" & \$100 for 18" x 24" will get your painting done first. Send no money until you get a painting you like. SAM CHAPIN, 3A 12th Ave., Key-West, FL 33040 (TF)

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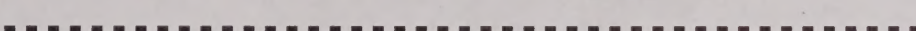
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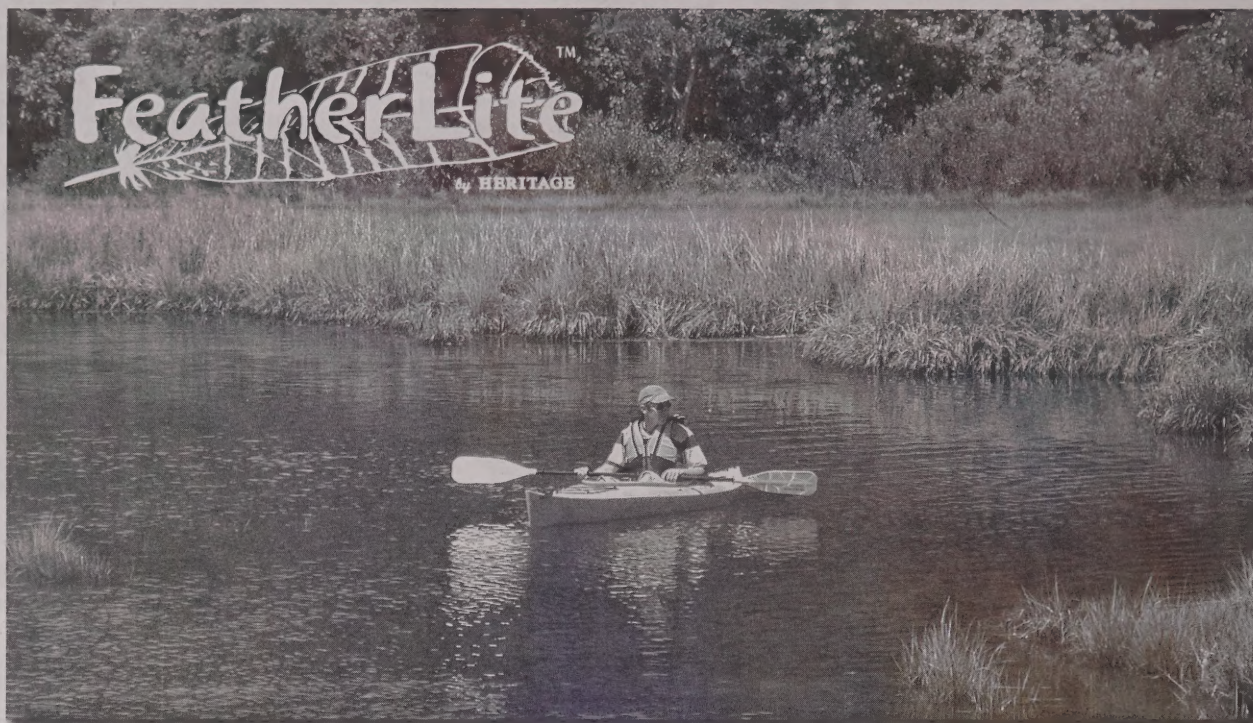
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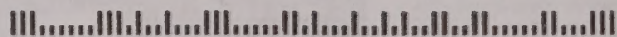
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